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THE ANNALIST

A Magazine of Finance, Commerce and Economics

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Ten Cents

PASSING THE BARRIERS

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Amount due depositors.....\$25,275,845.15

Surplus, market value.....\$1,416,517.58

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[No. 733.]
**REPORT OF THE CONDITION OF
NATIONAL BANK OF COM-
MERCE IN NEW YORK,**

at New York, in the State of New York, at
the close of business December 31st, 1914:

RESOURCES.

Loans and discounts.....\$118,575,403.08

Overdrafts, secured and un-
secured.....47

U. S. bonds deposited to secure
circulation.....8,575,000.00

Bonds, securities, &c., other
than stocks).....17,131,163.81

Stock in Federal Reserve Bank,
\$350,000.00 all other stocks,
\$350,000.00.....600,000.00

Banking house, trust
companies, &c., other
than stocks).....2,500,000.00

Customer's liability under let-
ters of credit.....2,001,819.38

Due from national banks (not
reserve agents).....4,437,916.30

Due from State and private
banks and bankers, trust
companies, and savings banks
viz.:.....665,077.59

Checks and other cash items
Exchanges for Clearing House
Notes of Federal Reserve Banks
20,000.00.....19,093,912.92

Notes of other national banks
666,465.00.....666,465.00

Fractional paper currency, nick-
els, and cents).....1,540.02

Lawful money reserve in bank,
viz.:.....15,123,324.00

Specie.....\$2,502,445.00

Notes.....15,625,769.00

Reserve in Federal Reserve
Bank.....10,519,384.09

Amount paid on account of
subscription to \$100,000,000
gold fund less amount re-
turned.....457,663.50

Reserve in U. S. Treasury
(\$5% of circulation).
Due from U. S. Treasury.....428,750.00

Interest accrued.....324,000.00

Interest accrued.....492,021.10

Interest accrued.....\$203,484,101.61

LIABILITIES.

Capital stock paid in.....\$25,000,000.00

Surplus fund.....10,000,000.00

Undivided profits, less expenses
and taxes paid.....6,480,546.79

Reserve for taxes.....371,585.03

National bank notes outstand-
ing.....7,510,000.00

Letters of credit.....2,018,944.33

Due to other na-
tional banks.....\$24,377,389.40

Due to State and
private banks
and bankers).....42,338,785.29

Dividends unpaid.....500,000.00

Individual deposits
subject to check.....74,363,624.97

Demand certificates of deposit
2,043,061.73

Certified checks.....3,133,213.54

Cashier's checks
outstanding.....4,645,476.67

Unearned discount.....151,414,957.10

Unearned discount.....688,068.31

LIABILITIES.

Capital stock paid in.....\$25,000,000.00

Surplus fund.....10,000,000.00

Undivided profits, less expenses
and taxes paid.....6,480,546.79

Reserve for taxes.....371,585.03

National bank notes outstand-
ing.....7,510,000.00

Letters of credit.....2,018,944.33

Due to other na-
tional banks.....\$24,377,389.40

Due to State and
private banks
and bankers).....42,338,785.29

Dividends unpaid.....500,000.00

Individual deposits
subject to check.....74,363,624.97

Demand certificates of deposit
2,043,061.73

Certified checks.....3,133,213.54

Cashier's checks
outstanding.....4,645,476.67

Unearned discount.....151,414,957.10

Unearned discount.....688,068.31

LIABILITIES.

Capital.....\$300,000.00

Surplus.....36,400.00

Undivided profits.....170,544.20

Circulation.....360,000.00

Reserved for taxes.....1,040.70

Deposits.....4,432,583.55

\$5,704,443.51

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[No. 1461.] REPORT OF THE CONDITION OF THE NATIONAL CITY BANK OF NEW YORK,

at New York, in the State of New York, at
the close of business December 31, 1914:

RESOURCES.

Loans and discounts.....\$176,037,234.59

Overdrafts secured and un-
secured.....1,652,72

U. S. bonds to secure circula-
tion.....\$1,912,750.00

U. S. bonds to secure circula-
tion purchased with agree-
ment to resell.....1,000,000.00

U. S. bonds loaned.....2,985,500.00

Banking securities, etc., other
than stocks).....7,500.00

Capital stock paid in for South
American branch.....41,543,662.15

Stock of Federal Reserve Bank
Securities purchased with
agreement to resell.....447,200.00

Customers' liability under let-
ters of credit.....4,357,928.37

Equipment, house, furniture, and
fixtures.....5,000,000.00

Due from banks and bankers
Country checks, other cash
items and fractional currency
Exchanges for Clearing House
Checks on other banks in this
city.....271,055.15

Notes of other national banks
For the Home Office
Lawful Reserve, via, etc.

Specie in vault.....\$41,471,772.20

Legal tender
notes in vault.....20,070,000.00

Deposit in Fed-
eral Reserve
Bank.....28,194,139.02

Gold bullion.....84,725,911.23

Amount paid on
account of sub-
scription to \$100,-
000.00 gold fund,
(subscribed).....2,000,000.00

Less amount re-
turned to sub-
scriber.....1,126,582.00

Total.....\$375,123,804.88

LIABILITIES.

Capital stock paid in.....\$25,000,000.00

Surplus fund.....25,000,000.00

Undivided profits, less expenses
and taxes paid.....9,503,883.92

National bank notes outstand-
ing.....\$9,125,750.00

Due to banks and
bankers.....1,216,089,598.41

Dividends unpaid.....1,655.00

Individual deposits
subject to check.....148,286,590.07

Demand certificates of deposit
2,503,699.68

Certified checks
2,381,517.12

Cashier's checks
outstanding.....4,452,608.97

State and munici-
pal deposits.....8,832,235.20

Time certificates
of deposit.....686,436.19

U. S. bonds borrowed.....292,708,934.54

Bills payable, including obliga-
tions representing money bor-
rowed.....5,592,950.00</p

THE ANNALIST

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NEW YORK, MONDAY, JANUARY 11, 1915

IHAVE been talking with business men recently about the present state of mind of American business. There is nothing the matter with American business except a state of mind." The words are President Wilson's. They recall the earlier phrase that the depression in business was merely psychological. But a state of mind, it would seem, is worse than a psychological condition, for business is certainly worse now than it was last Summer. If any one who accepts this view of the country's present state doubts the close connection between mind and matter he has but to consult the recent statistics of iron production or of any one of the many things which suggest the volume of trade. But evidently the state of mind is improving, for the statistics here and there begin to show increases.

PRESIDENT WILSON also said in his Jackson Day speech at Indianapolis that the farmers of the United States, those who raise grain and those who raise cotton, cannot get any profit out of the great prices that those on the other side of the sea are willing to pay for these things because the whole profit is eaten up by the extortionate charges for ocean carriage. The cost of carriage, however high, and it is very high, is added to, not deducted from the price at which the American farmer sells. The price of \$1.46 $\frac{1}{4}$ a bushel to which cash wheat at New York rose last week is the price paid for it in the United States, and all of that price stays here. The foreigner who buys has besides to pay the cost of shipping it wherever it is sent. The Dec. 1 farm value of wheat was 98 cents a bushel, and it is higher than that now. There ought to be some profit in wheat at that price.

IN the Department of Agriculture's estimate of the value of farm products for the year the rise which up to Dec. 1 had taken place in grain prices, notably in wheat, offset the heavy drop in the value of cotton. Now wheat and cotton are advancing together, the staple disadvantaged by war rising relatively slowly and little, but rising nonetheless. It is an improvement which has far-reaching consequences. The American Embassy in Berlin reported by cable last week a drop in the price of cotton from 20 cents for spot late in December to close to 18 cents for delivery during January. The decline there was the counterpart of the rise here—both reflected the broadening of the market for American cotton, one in terms of increased opportunity to buy, the other in terms of increased opportunity to sell. An artificial barrier is being broken down and both buyer and seller profit.

ELMENTAL needs are those which govern prices most potently. An army must eat before it can fight. In warfare wheat is a more necessary thing than bullets, and all the world at peace competes with the part of the world at war for the

necessaries of life. That is why the imagination of the grain market is so easily fired in time of war. It would not be strange under the circumstances if occasionally imagination ran away with the market. That perhaps is what happened last week when wheat rose 12 cents a bushel in five days. If the war lasts long a further rise in the cost of food would be very likely. Not less would be needed and Europe would probably produce much less. But it will not necessarily be so. The war may not last as long as the grain markets assume. And the other grain fields of the world may do more than is now expected toward making good the deficiency in Europe's production. World forces are at work. Their course cannot easily be measured.

IF the same capital could be devoted to two uses at the same time there would be more appeal in the complaint that our foreign trade has suffered because of the lack of an adequate American merchant marine. Whatever can be said in favor of American goods being carried under the American flag, it is a patent fact that our foreign trade has increased very greatly, although the great bulk of it has, in fact, been borne under other flags. We could not have invested in ships the same capital which we invested in trade to be borne in those ships and in the production of the goods carried in that trade. It is not alleged that American ships would have carried the goods to foreign markets more quickly or with less damage than they have actually been carried in British or German or other foreign bottoms. Certainly it is not alleged that American ships would have carried the goods cheaper. If we think of a merchant marine in terms of transportation instead of in terms of a service performed under the flag it is much easier to accommodate ourselves to the conditions under which we have carried on our overseas trade.

THE Washington view is that we are not selling more goods to South America just now because there are so few ships flying the American flag. The Chamber of Commerce view, so far as the report of the special committee which was intrusted with a study of the question can be taken as a guide to the sentiment of the Chamber, appears in brief to be that the reason there are so few ships sailing to South America at present is that there are so few cargoes just now for the ships to carry. One sees a lack of ships, the other lack of trade for reasons entirely apart from a want of ships. There is complaint of high freights everywhere, but complaint of that more than lack of ships. The main contention where trade is done, rather than talked about or regulated, seems to be not so much that the release of ships now tied up would increase the volume of ocean trade, but rather that it would increase the competition for that trade and thus reduce the cost of transportation. It really comes down to a question of the cost of transportation rather than of the registry of the ships that supply the transportation.

THE abnormal conditions now prevailing hardly furnish satisfactory basis for a revision of the country's merchant marine policy. The very fact that the conditions are abnormal precludes their being used unreservedly as an argument in respect to what our policy should be in normal times. If all the ships in the world were American ships and we were so unfortunate as to become engaged in war our trade would be worse off than it would be were there no American ships. We cannot afford to argue from a condition of war to a condi-

tion of peace, certainly not from the condition of such a war as this. No nation could afford to assume for a hundred years of peace the conditions which might most favor it in one year of war unless those same conditions were best in time of peace as well. It is far from being true that Government-owned ships would be the most convenient recourse in our foreign trade at this time, but even if that were true it would not follow that the adoption of such a policy would be necessary or even desirable.

MINIMUM prices, a definition: Prices fixed by the Stock Exchange to prevent a stock selling below a given figure until that figure is reached, when the minimum is changed to suit. If a stock cannot be kept above the minimum, the minimum can at least be kept under the stock. Minimum prices are fixed supposedly by the Stock Exchange but actually by the market.

HOW far the railroads have gone short of supplies, to borrow a phrase from the market place, is an unknown quantity in the problem of determining to what extent railway orders are likely to increase now that the purchasing power of the railroads is about to be increased through the higher rates which have been granted by the Commerce Commission. Orders for new equipment to a large extent can, and if experience is repeated probably will, wait until traffic again begins to crowd the facilities of the carriers, but the same does not hold true of supplies for the upkeep of roadway or for other purposes of maintenance. Any abnormal economy which may have been practiced there will have to be made good. In making it good now the railroads will enjoy a double advantage. They will be doing the work at a time when the rate of profit has been increased and when the prices of supplies are abnormally low.

TANGIBLE signs of actual improvement in industry are welcome phenomena these days. The unfilled orders of the United States Steel Corporation increased during December by 512,051 tons, an increase of 15.4 per cent. The daily capacity of the iron furnaces in blast throughout the country, on Jan. 1, was 48,848 tons, compared with 48,464 tons on Dec. 1.

NOT since the panic of 1907 has foreign exchange been as low as it now is. A further decline as extensive as that which occurred during the last three weeks would carry sterling well under 4.80 for demand, which was the bottom figure in 1907. At that rate the existing barriers in the way of gold imports would have been about overcome. Those obstacles, however, are not a fixed quantity. They might well be increased when the danger of American demand for gold became imminent. Gold cannot be gotten back from Ottawa without the consent of the Bank of England. Theoretically it could be obtained in London without the bank's consent, but that it could be practically, under existing conditions, is not so certain. What we are actually witnessing is the taking of gold here for France at a time when the drop in exchange on Paris, as well as on London, gives rise to discussion of the possibility of gold imports. The gold is being taken here because this is the only world market free of unusual restrictions. Europe hardly has a right to our gold under the circumstances, but it is not actually being exported—only retained here for the French Bank's account—and our need of what gold may be taken is prospective and contingent rather than actual. There is now a surplusage of reserve.

Relevant Annotations

By *The Onlooker*

THE NEW REPUBLIC remarks that both socialists and capitalists were wrong about Ford, the one to say that he had exploded a bomb under the other, and the other to say he had scuttled the ship, and it is apparently the more cautious on that account to make up its own mind. As to Ford:

He shared profits with everybody within reach, and his profits, like the love which Dante speaks of, never grew less because they were shared. At the end of one year of madness, Mr. Ford receives the blessing of The New York Times Annalist—"his adventure in sociology has paid wonderfully." We wish we could join the chorus, but we are compelled to defer our own blessing until we hear that Mr. Ford has committed the supreme insanity of sharing not only his profits, but his power.

The last sentence may be the evasion of an editorial paragrapher, who means something he does not say, who has nothing to say, or who has not the space in which to say it. Does he suspect that Ford's profit sharing was ingenious business, shrewdly calculated to increase his own profits, and must be so considered until the contrary is proved by the supreme instance of sharing his power? Or does he mean that the profit sharing itself was insanity, as will be proved when the mania leads Ford to the point of trying to share his power? Or is it, indirectly, an assumption of the Socialist view, that individual power is the root of evil, and that though a man shares his profits, he may not be blessed for that until he is willing also to share his power?

Power is something we all fear, individual power especially, because we know how likely it is to be abused—that is, how much we should be tempted ourselves to abuse it. But could such power as Ford's be shared at all? We should have first to define it. When we begin to do that we are led to inquire not only what now it consists in, but how it came to be and what would happen to it if it were shared, supposing that were possible. The man's power has been of several kinds. He inherited what we may call the power of mechanical genius. Then he developed powers within, such as those of patience, industry, and application. He applied old principles to old materials and produced the most efficient low-priced motor car that was ever built in the world—one of the first efficient ones that was ever produced at all. And when he had done this he still had not enough power to become a subject of socialistic discussion. He needed a power over circumstances. He had that. Not only had it been impossible for him to share any of these powers, but it was very difficult to convince other people that he even possessed them and to persuade them to speculate in their results. That is to say, it was hard to find people with money who should be willing to risk it for a share in the profits. As he went along he developed other powers. One was the power to make decisions intuitively. In a wonderful ratio, they were correct, so that over and over he decided against the combined judgment of his associates and proved afterward that he was right. And now he is very rich. His profits are prodigious. He shares them with employes and consumers, and has millions left over, and has, alas, a kind of feudal power over capital and labor. That is what people see. That is what they think he might share, as he never could have shared the means by which he acquired the power, or the powers to

further power. He is the employer of 15,000 or more men, and is responsible for their social and material welfare. He doubled their pay without consulting his associates. In his company's treasury there are money assets of \$28,000,000, an increase of \$14,000,000 in a year of lavish profit sharing, and the power of over \$28,000,000, just that, is a wonderful power.

Let us agree, for purposes of argument, that it is not good for one man to have so much power; that, having it, no matter how acquired, he ought to share it, and that though it is the reward of powers which he could not have shared if he had been willing to, yet it is not the kind of reward that men should strive for. Then let us ask what would happen to it if he tried to share it.

The strength of Ford's achievement in the commercial sense is also its weakness. He will make only one kind of car; he will make it in only one way; he will paint it any color you like, provided you like it black. He has carried standardization to a point never before equaled in a mechanical industry. Everything is cast in a rigid, unchangeable mold, so that repair parts are the same today as they were at first, and fit as well a car ten years old as one turned out of the shop yesterday. But nothing in this world is naturally permanent, rigid, or quite perfect. In fact, the poppet valve gas engine is mechanically a very imperfect device. The marvel is that in spite of its limitations it can be made so efficient as it is. Well, suppose now that another genius like Ford should discover a better principle and produce a car so much superior at the same price or even a lower price as to put the Ford car at a disadvantage in the competition. Successful manufacturers are continually scrapping machines to make way for more efficient ones, and changing old methods for better methods, and so on, but it has never happened that one has had to scrap a whole plant at once. That is what might happen to a plant like Ford's. It is too inflexible to accommodate itself by degrees to changes of method or product. Ford evidently knows what that liability is. That would account for his keeping so much of the profit of the business in the treasury of the company. The \$28,000,000 of cash is not so much a means to further profits, perhaps, as insurance against the hazards of his specialization. He has the power to control the profits that way.

Now, suppose he shared his power over profits, which, of course, is also the power over a vast accumulation of money and the power to command labor. With whom should he share it? With his employes, naturally. Imagine, therefore, a majority of 15,000 employes being made to understand the possibility that the Ford plant might have to be scrapped, and the necessity on that account of keeping \$20,000,000 or \$30,000,000 or \$40,000,000 cash in the treasury! If they couldn't be made to understand it, why then they could divide the profits and spend them. Imagine putting to a vote of 15,000 employes a question of how to meet some new form of competition!

Ford intends when he dies to give control of the Ford Motor Company to his employes. He has a majority of the stock and can do with it as he likes. But he cannot give them his power, any more than he can share it with them, while he lives. He is the power.

ALTHOUGH dividends are being reduced and unemployment is an acute problem, the potential earning power of capital already invested in the means of production and distribution tends steadily to increase, as will appear later. The constant factor is the increase of population. That goes steadily on, so that the number of people to be clothed and fed and provided with luxuries, which is all that business consists in, is always increasing. And if new capital is not invested competitively in the means of production and distribution, it follows that when consumption returns again to normal the business for facilities already existing will be greater than before. It is especially true of capital invested in railroads. If no new capital were invested competitively in the railroad business for a period of five or six years, population would increase in density on the existing lines, and in the same ratio the volume of their business would be bound to increase. It is possible to determine statistically the average rate of increase in business over a period of years. Projections are hazardous, but if it be found that the volume of business tends to increase at the rate of 6 per cent. a year, as it probably does, then it would be no risk whatever to increase facilities on the assumption of its continuing to increase in the next lustrum or decade at, say, 3 or 4 per cent., and to move accordingly. Instead we increase those facilities one year 1 or 2 per cent., or not at all, because business is depressed and capital is timid, and then, when business starts up again we undertake to increase them 8 per cent. in one year, clamoring for labor and materials and willing to pay dear for capital.

One of the most rational suggestions toward solving the problem of unemployment has been that the railroads should increase their constructive work in times of general depression and decrease it in times of general activity. That is what they should do on their own account. It would pay. The spectacle of railroads trying all at once to rebuild themselves, with materials high and labor scarce, and at the same time to handle a record-breaking volume of traffic, though when traffic was light, and materials cheap and labor unemployed they did almost nothing, is too preposterous to deserve the assumption that it cannot be helped. And it is very common. Indeed, it is the invariable custom. Think of it! Every railroad man knows that he will have to spend many millions for new construction in the next ten years to keep up with the increasing demands of business. He knows, too, that when he gets ready to spend the capital everybody else will be ready, and that they will all be competing with each other for capital and materials and labor, and the tonnage will be coming down upon them in a deluge. But his present worry is to stretch diminished earnings over interest and dividend requirements, and if he went to his bankers with a plan to spend \$25,000,000 on grade reductions to increase his statistical train load ten tons eastbound they would say to him: "You go back and fill the trains you've already got. They're light enough to go over your grades." And they are right in their own way. This is no time to raise capital, though capital is increasing, too. It is being saved; but nobody is in haste to invest it. Everybody is expecting interest rates to be higher later on. So investments are deferred, railroad construction waits, and hundreds of thousands are unemployed.

Onlooker

JAN 11

Passing the Barriers

INETEEN FOURTEEN will be thought of pre-eminently as the year of the great war. In lengthened perspective all other things done and said and thought of in that year will pale into insignificance. At closer range, however, many things seem of some consequence, and nothing of more consequence, so far as this country is concerned, than that we are at peace and already are recovering from the shock to which we and all the rest of the world were subjected by the clash of the greatest of the nations of Europe. We are passing the barriers raised against us.

The immediate economic effects of the war are in all likelihood but a poor guide to its ultimate effects. That they will be great is certain. Just what they will be and where the stress will be laid lies in the realm of speculation rather than of certainty.

With regard to the past and to the present rather than to the future we see that the financial disorganization, trade paralysis, and universal turmoil ushered in by the war have gradually yielded place to a semblance at least of order in finance, of life in trade and of composure after the strain which attended the first weeks of the mighty conflict. With us the restoration of financial order is not seeming but real. Unlike Europe we have resorted to no artificial financial expedients which, however well they serve the present need, must be paid for in time.

Instead of thus weakening the financial structure we have actually strengthened ours by the adoption of an improved banking system designed in time of peace for

A Survey of the Old Year and a Glance at the New Which Disclose Signs of Improvement as Obstacles Which War Put in the Way of Trade are Slowly Surmounted

FORGETTING the war for a moment, what do we find in the United States? The most bountiful crops, taking them as a whole, the country ever raised; the position of the railroads vastly strengthened sentimentally, and greatly strengthened actually by the long deferred grant of a freight rate increase; an increased population whose enlarged needs have not been anticipated by recent expansion either in building or in manufacturing capacity; credit facilities greatly increased through a much improved banking system; money easy and the investment demand for securities growing.

We find, too, the exchanges on all the rest of the world running strongly in our favor despite the great ease in money here, a condition which offers protection against inroads on our financial resources. We find that the long conflict between business and the public as reflected in decisions against corporations, which are the embodiment of enterprise on a large scale, is narrowing to the simple question of suppressing what would be wrong whether done by the big concern or the little. We find, moreover, that a spirit of economy which need not stand in the way of constructive effort in trade but which discourages wastefulness has supplanted the spirit of extravagance which had reached from the individual to the nation.

Our Trade With the World

| 1914. | Imports. | Exports. | Excess of |
|--------------|------------------|------------------|----------------|
| | | | Exports. |
| January .. | \$154,742,923 | \$204,066,603 | \$49,323,680 |
| February .. | 148,044,776 | 173,920,145 | 25,875,369 |
| March .. | 182,555,304 | 187,499,234 | 4,943,930 |
| April .. | 173,762,114 | 162,552,570 | *11,209,544 |
| May .. | 164,281,515 | 161,732,619 | *2,548,896 |
| June .. | 157,529,450 | 157,072,044 | *457,406 |
| July .. | 159,677,299 | 154,138,947 | *5,538,352 |
| August .. | 129,767,890 | 110,367,494 | *19,400,396 |
| September .. | 139,710,611 | 156,052,333 | 16,341,722 |
| October .. | 138,080,520 | 194,711,170 | 56,630,650 |
| November .. | 126,467,007 | 205,766,424 | 79,299,417 |
| December .. | †200,000,000 | †230,000,000 | †10,000,000 |
| Total .. | †\$1,794,619,419 | †\$2,097,879,583 | †\$303,260,164 |

| 1913. | Imports. | Exports. | Excess of |
|--------------|-----------------|-----------------|---------------|
| | | | Exports. |
| January .. | \$163,063,438 | \$227,032,930 | \$63,969,492 |
| February .. | 149,913,918 | 193,996,942 | 44,083,024 |
| March .. | 155,445,598 | 187,426,711 | 31,981,213 |
| April .. | 146,194,461 | 199,813,438 | 53,618,977 |
| May .. | 133,723,713 | 194,607,422 | 60,883,700 |
| June .. | 131,245,877 | 163,404,916 | 32,150,039 |
| July .. | 139,061,770 | 160,990,778 | 21,929,008 |
| August .. | 137,651,553 | 187,909,020 | 50,257,467 |
| September .. | 171,084,843 | 218,240,001 | 47,155,158 |
| October .. | 132,949,302 | 271,861,464 | 138,912,162 |
| November .. | 148,236,536 | 245,539,042 | 97,302,506 |
| December .. | 184,025,571 | 233,195,628 | 49,170,057 |
| Total .. | \$1,792,596,480 | \$2,484,018,292 | \$691,421,812 |

*Excess of imports. †Estimated.

peaceful ends. The need of the hour hastened its establishment, but did not dictate its provisions.

Through the war we lost much trade at home as well as abroad, but we have lost less in our sales to other nations than other nations have lost in sales to us, with the result that an adverse trade balance has righted itself with almost spectacular abruptness, while at home a reawakening is under way which may well prove to be the recovery which would be overdue had its coming not been retarded by the war.

All this does not spell present business activity—we have actual evidence to the contrary—but it does spell opportunity for recovery. Therein is the significance and the encouragement which lies in the conditions confronting us as we begin to lengthen our stride in the new year.

Four months, or even two months, ago a very different picture would have had to be drawn. For five months we have been passing through the cumulative influence of the check which all business was put under by the war. Now we find that to the stimulation imparted to certain lines of trade by the war is being added stimulation

The Gold Outflow

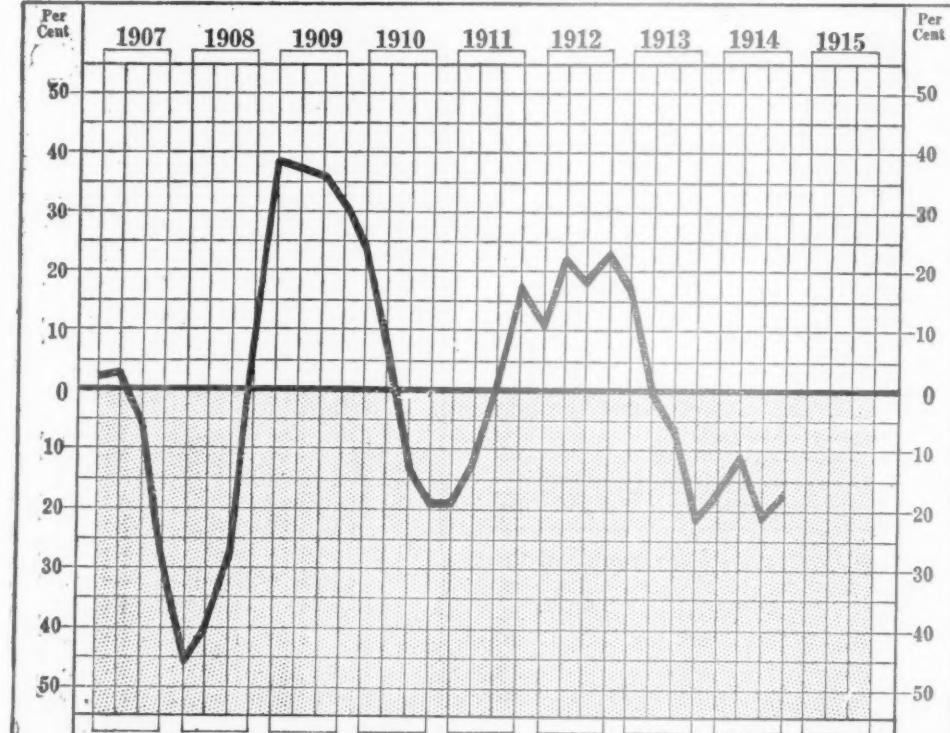
| | Imports | Exports | Excess |
|----------|--------------|-------------|-------------|
| Jan. . | \$10,442,373 | \$6,914,056 | \$3,528,317 |
| Feb. . | 3,208,853 | 9,078,778 | ..... |
| Mar. . | 7,842,249 | 2,632,049 | 5,210,200 |
| April. . | 3,460,424 | 407,386 | 3,053,038 |
| May. . | 1,972,411 | 16,835,202 | ..... |
| June. . | 3,817,112 | 48,107,064 | 44,289,952 |
| July. . | 3,391,715 | 33,669,424 | 30,277,709 |
| Aug. . | 3,045,219 | 18,125,617 | 15,080,398 |
| Sept. . | 2,761,590 | 21,887,202 | 19,125,612 |
| Oct. . | 5,945,003 | 50,301,972 | 44,356,969 |
| Nov. . | 7,391,729 | 14,526,482 | 7,134,753 |

International Exchange

| The average monthly rate of demand sterling in New York: | |
|--|--------|
| January .. | 4.8820 |
| February .. | 4.8576 |
| March .. | 4.8619 |
| April .. | 4.8696 |
| May .. | 4.8836 |
| June .. | 4.8865 |
| July .. | 4.9267 |
| August .. | 5.3262 |
| September .. | 4.9782 |
| October .. | 4.9455 |
| November .. | 4.8899 |
| December .. | 4.8669 |
| First six months.. | 4.8735 |
| Last six months.. | 4.9889 |
| Year .. | 4.9312 |

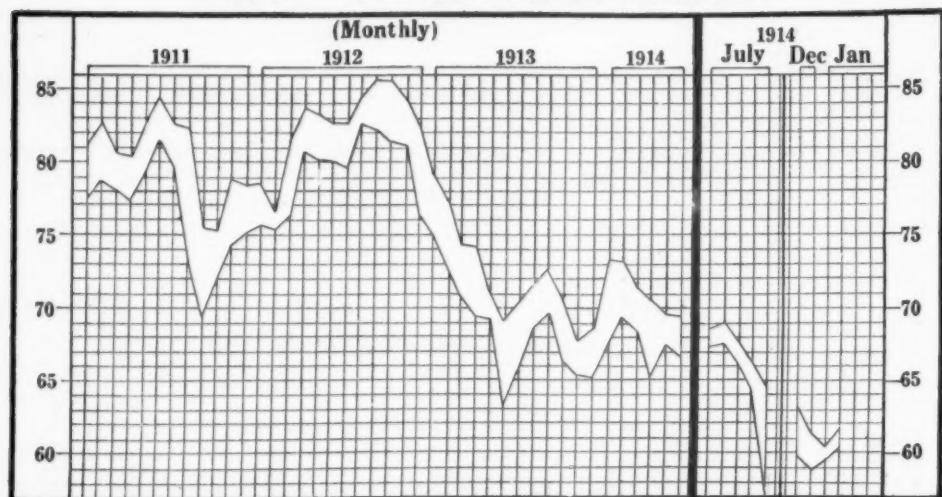
from peaceful demand. In that lies the chief and the only lasting source of satisfaction in weighing the business outlook. What we sell to other nations for purposes of war

Fundamentals of Business



The line plotted above is a composite of five factors—pig iron production, unfilled orders of the United States Steel Corporation, bank clearings, building permits, in a large but varying number of cities, and the number of commercial failures. It shows the percentage of change in each quarter of every year since 1907 from the corresponding quarter of the preceding year. The shaded portion represents the area of decrease. Since a percentage of decrease in commercial failures is favorable, whereas with all the other factors it is unfavorable, it is here inverted; that is, a percentage of decrease in the number of failures is considered and plotted as an increase, and vice versa. It will be seen that basic business conditions have not suffered nearly so much of a reaction in the present year as they did after the panic which came in the Fall of 1907—indeed, the line did not this year fall as low as it was in the last quarter of 1913.

Course of the Stock Market



There is shown here the range of fifty active stocks, twenty-five railroads and twenty-five industrials, on the basis of daily averages of high and low prices. The hiatus in the stock market lasted from July 30 to Dec. 12.

is sold for purposes of destruction; our gain in this is the world's loss and indirectly our own loss. Not so with any increase in the peaceful demand for goods and that demand is increasing. The steel trade is showing it; the cotton trade is beginning to show it, and the judgment of the business world is that these and other signs, as yet dimly defined, will be borne out.

If recovery is indicated, as indeed it is, so too is the need of it. So severely were industry checked and normal markets disturbed by the war that not one but many problems of large proportions were created. The financial problems have been solved. One that remains is the problem of unemployment, but that quite probably has reached its height. The news of the day is beginning to include the restoration to work

In looking back over the year we have left, so much crowds itself upon one's attention that selection is difficult. There is much suggested in the record which later on may require revision of preconceived ideas. The war was to make capital scarce but will it relatively? If when the war ends the competition of armies and of armaments end with it, what will be the effect upon the capital market? An enormous amount of wealth will have been destroyed, but the human agency of production would be greatly increased. It is trite, but true that in that event the hand that had fashioned the cannon unto destruction would fashion the plow unto production. The fruit of labor which for a generation went into preparation for this very war would be diverted to productive

use. The armies of Europe engaged in industry would surely, perhaps with surprising rapidity, make good the ravage of those same armies in war.

Whatever the ultimate effect, the present phenomenon is one of increasing ease in the money markets. It is arguable that only Europe's resort on an enormous scale to artificial credit expedients has made possible the decline in interest rates abroad since the war broke out. It is even arguable that our own ease in money, which has been steadily growing more pronounced, is dependent upon Europe's artificial expedients, to none of which, fortunately, have we had to resort.

Were it not for those expedients Europe's liquidation of our securities might have been measured by the hundreds instead of by the tens of millions and our gold resources instead of being safeguarded by abnormally low rates of exchange might have no other protection than would be afforded by a rapid decline in the value of securities which would bring other troubles in its wake. But this much at least is true: that our own financial status rests on the solid ground of fact and not on assumptions of convenience. We have actually improved, not impaired, our banking machinery. We have postponed no obligations and have not laid up debts, payment of which will be demanded in the future.

One of the most noteworthy of the financial phenomena of the first five months of war is the change which has come about in the international exchanges. Rates which in August rose to unheard of heights have lately been declining with extraordinary abruptness. Demand sterling has fallen from \$7 to \$4.83 1/2, and what has happened there is typical in varying de-

Railroad Gross and Net

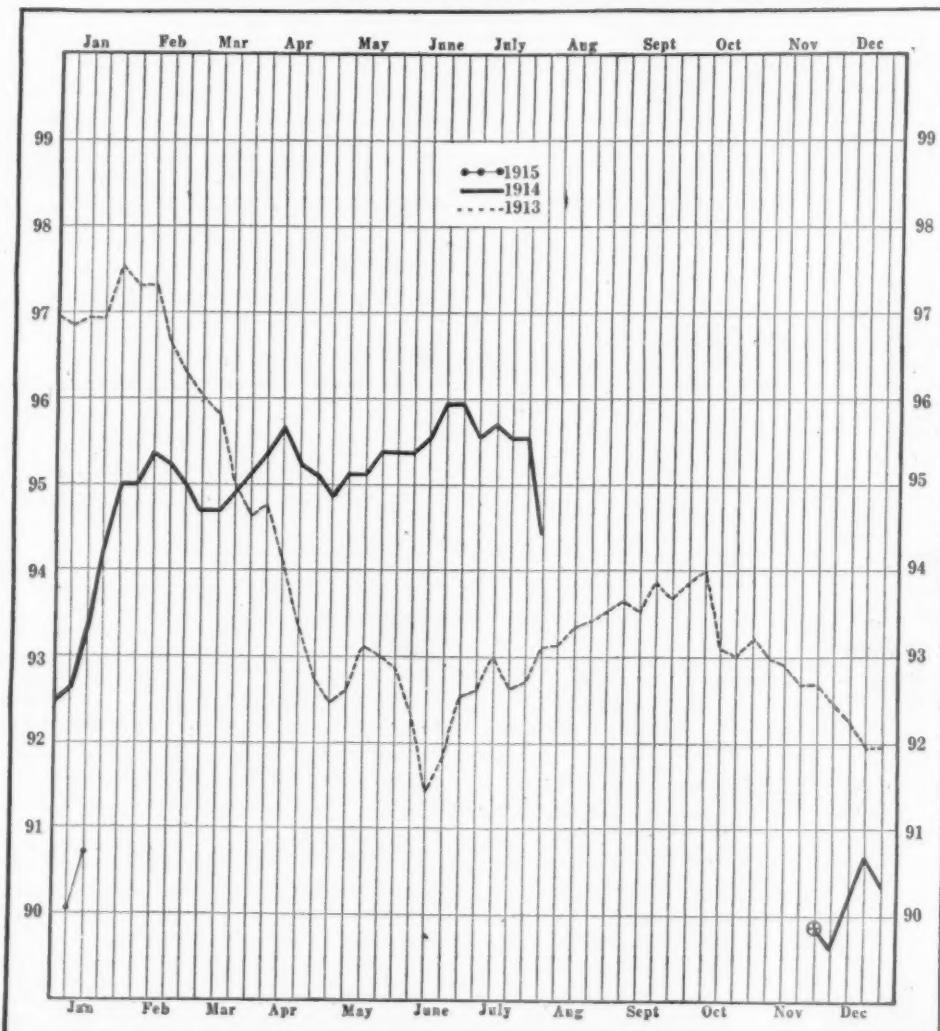
From the returns to the Interstate Commerce Commission.

| | Operating Revenues. | Operating Income. |
|-----------|---------------------|-------------------|
| 1913. | | |
| January | \$241,991,969 | \$52,794,802 |
| February | 225,376,929 | 47,091,032 |
| March | 241,048,818 | 52,137,896 |
| April | 237,362,424 | 47,516,273 |
| May | 256,426,057 | 60,647,732 |
| June | 253,356,489 | 63,827,071 |
| July | 260,675,397 | 67,323,688 |
| August | 273,602,765 | 76,335,024 |
| September | 277,558,806 | 79,933,655 |
| October | 290,605,914 | 83,788,460 |
| November | 261,598,214 | 64,304,922 |
| December | 247,398,764 | 55,727,683 |
| 1914. | | |
| January | 226,618,120 | 39,943,410 |
| February | 203,022,222 | 26,816,100 |
| March | 242,832,680 | 54,515,988 |
| April | 230,534,172 | 46,633,284 |
| May | 232,567,938 | 44,446,855 |
| June | 244,123,427 | 58,071,893 |
| July | 256,036,417 | 65,947,640 |
| August | 267,084,221 | 76,438,923 |
| September | 269,581,592 | 80,000,475 |
| October | 266,793,865 | 75,778,637 |

of some of the country's idle hands. If the signs of recovery be not misleading that movement will soon increase its momentum.

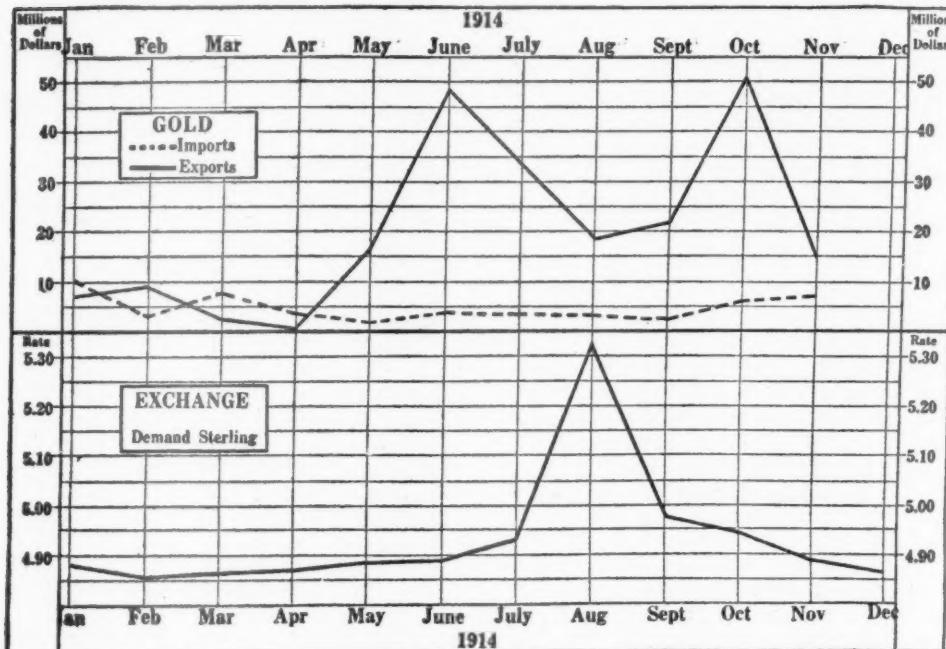
It is a pity that exact statistics of unemployment are not available. The record would be poor, but hardly as bad as some off-hand statements regarding it seem to indicate. We have seen worse conditions in periods of severe depression when the conditions of want were intensified by the lack of hope of early increase in the demand for labor. If labor is better organized for self-advancement, so is it for mutual assistance. Organized effort, moreover, is being made to cope with the problem and never were the resources of the country to deal with such a situation greater than they are now.

A New Start in the Bond Market



In this chart the average yield of ten selected savings bank bonds is capitalized on a 4 per cent. basis, and so converted into a market price, the weekly fluctuations of which are shown from January, 1913, to date.

The Gold Flow and Exchange's Response



The chart shows gold exports and imports and the average rate of demand sterling in each month of last year. It illustrates the effectiveness of gold exports as a corrective of the exchanges and points the way to the radical change in our favor which has taken place within the last few weeks. Demand sterling fell last week to 4.83½.

grees of what has happened in all the exchanges. We paid out our gold freely, and American credit stands higher than it ever stood by reason of our having done so. Now, far more rapidly than seemed likely, we have reached the point at which all the world is indebted to us in terms of gold. The reference, of course, is to the money market and not to the capital market.

Europe still holds our securities in enormous amount. There are many signs, moreover, that it intends to retain them. Of all the securities in the world ours are the ones least exposed to the consequences of the war. That is one very good reason why Europe is not likely to "dump" American securities. The floating supply of our stocks abroad was much reduced by

mounting rapidly in recent months. The expenditures of Americans abroad have, of course, fallen off abruptly and the amount of our interest and dividend payments to Europe has decreased.

This has come about partly as a result of our repurchase of a large amount of securities and in part by reductions in dividends by a number of American corporations. We have much that the world wants to buy and Europe has less to sell than when it was at peace. Rapid as has

The Credit Position

Ratio of the cash holdings of the national banks to loans.

| | | Per Cent. of Cash to Loans. | |
|----------|-----------------|--------------------------------|--------|
| | Loans. | Cash. | Loans. |
| 1900 | \$2,481,580,000 | \$462,044,317 | 18.6 |
| 1901 | 2,814,388,000 | 552,342,475 | 19.6 |
| 1902 | 3,128,627,000 | 561,764,854 | 17.9 |
| 1903 | 3,350,898,000 | 570,597,719 | 17.0 |
| 1904 | 3,649,195,000 | 614,626,152 | 17.7 |
| 1905 | 3,728,166,000 | 669,971,552 | 17.9 |
| 1906 | 4,071,041,000 | 668,303,289 | 16.4 |
| 1907 | 4,463,268,000 | 695,503,521 | 15.5 |
| 1908 | 4,222,354,000 | 788,395,676 | 17.8 |
| 1909 | 4,840,766,000 | 860,116,882 | 17.7 |
| 1910 | 5,229,503,000 | 833,078,869 | 15.9 |
| 1911 | 5,402,642,000 | 836,267,359 | 15.4 |
| 1912 | 5,810,434,000 | 950,497,398 | 16.3 |
| 1913 | | | |
| Feb. 4 | 6,125,029,000 | 983,417,231 | 15.2 |
| Apr. 4 | 6,178,096,000 | 888,283,735 | 14.3 |
| June 4 | 6,143,028,000 | 913,982,640 | 14.8 |
| Aug. 9 | 6,168,556,000 | 899,169,374 | 14.5 |
| Oct. 21 | 6,260,877,000 | 889,632,454 | 14.2 |
| 1914 | | | |
| Jan. 13 | 6,175,404,961 | 981,919,420 | 15.9 |
| Mar. 4 | 6,357,535,898 | 968,067,116 | 15.2 |
| June 30 | 6,430,069,214 | 969,074,962 | 15.1 |
| Sept. 12 | 6,400,767,386 | 903,707,348 | 14.1 |
| Oct. 31 | 6,316,478,470 | 925,553,375 | 14.6 |

been the rise in our monthly credit trade balance it would not be surprising at all to see it mount much higher. It is running just now at the rate of about \$1,250,000,000 a year.

THE security markets have all but resumed normal state. The Stock Exchange still maintains the safeguard of minimum prices, but they are being modified to accommodate them to market conditions and there no longer seems to be much practical need for them. They serve merely as protection against the unexpected. The great ease in money is strengthening the market for high-grade securities, conspicuously for short-term issues, but not excluding long-time bonds.

This is one of the matters in which is reflected the improvement which has taken place in what may be called the political factor in business. In the grant of the rate increase, in several recent court decisions, in the closer and more friendly relationship which has been established between men of affairs and the Administration, and in the expressions from high places in the Government the business world finds evi-

Migration

| | Immigrant Aliens Admitted. | Emigrant Aliens Departed. | Net Change in Population from Alien Migration. |
|---------------|----------------------------------|---------------------------------|---|
| January ... | 46,441 | 29,730 | + 16,711 |
| February ... | 59,156 | 15,253 | + 43,903 |
| March ... | 96,958 | 15,044 | + 81,914 |
| April ... | 136,371 | 18,331 | + 118,040 |
| May ... | 137,262 | 19,131 | + 118,131 |
| June ... | 176,261 | 22,930 | + 153,331 |
| July ... | 138,244 | 26,434 | + 111,810 |
| August ... | 126,180 | 23,242 | + 102,938 |
| September ... | 136,247 | 19,241 | + 117,006 |
| October ... | 134,140 | 26,998 | + 107,142 |
| November ... | 104,671 | 27,632 | + 77,039 |
| December ... | 95,387 | 30,243 | + 65,144 |
| 1914. | | | |
| January ... | 44,708 | 34,216 | + 10,492 |
| February ... | 48,873 | 17,074 | + 29,799 |
| March ... | 92,621 | 13,500 | + 79,121 |
| April ... | 119,885 | 22,801 | + 97,084 |
| May ... | 107,796 | 23,544 | + 84,852 |
| June ... | 71,728 | 38,413 | + 33,315 |
| July ... | 60,377 | 28,601 | + 31,776 |
| August ... | 37,706 | 30,307 | + 7,399 |
| September ... | 29,143 | 18,812 | + 10,931 |
| October ... | 30,416 | 20,046 | + 10,370 |

dence of a changed attitude. It is now more clearly recognized, it is believed, that business needs encouragement and is entitled to it. That will count for much in the period of reconstruction into which we are now entering.

We have a vast amount of refinancing to do this year within which more corporate obligations come due than are set against any other year. No money market obstacle stands in the way of this refinancing. Such difficulty as may arise will more likely grow out of the credit of the borrowing corporations, and that phase of the matter is improved so far as the railroads are concerned by the increase in rates and for corporations generally by the signs of trade improvement which now begin to make their appearance.

WE cannot count on a boom in business, but that is no real loss. The country will fare best in the long run, through such a recovery in trade as will build the enlarged structure of business opportunity solidly stone upon stone. The structure will not be the less well built for being put up under the sobering influence of the sense of responsibility which times like these bring home to every individual and to every business and political body.

It is for this nation to keep peace, to work confidently and in due time to reap the benefits which will flow from the saving and the increased willingness to labor in a spirit of co-operation which are among the fruits of the adversity which the worst war in all history brought upon the world. We have reason to be grateful for our lot.

National Bank Notes Outstanding

The Controller of Currency reports the amount of national bank notes outstanding on Jan. 2, a month and a year before as follows:

| | Jan. 2, 1915. | Dec. 1, 1914. | Jan. 2, 1914. |
|--------------------|-----------------|-----------------|---------------|
| Secured by U. S. | | | |
| bonds | \$720,332,713 | \$740,500,821 | \$740,633,643 |
| *Secured by misc. | | | |
| securities | 150,836,032 | 270,078,238 | ..... |
| Secured by lawful | | | |
| money | 108,541,616 | 101,420,019 | 17,209,316 |
| Total | \$1,080,711,021 | \$1,111,900,076 | \$757,842,961 |
| *Act May 30, 1908. | | | |

Finance in Berlin

Encouraged by New York's Opening, Boerse Authorities are Taking Steps to Resume Official Trading—German Substitute for a Moratorium Explained

Special Correspondence of The Annalist

BERLIN, Dec. 10.

THE reopening of the New York Stock Exchange for bonds and a limited number of railway stocks has made a favorable impression in Germany. It has given a strong impetus to the movement for reopening the Boerse, which had already been encouraged by the better business situation and the brighter military outlook. After the arguments for and against the reopening had been brought forward by the press for some time, the Boerse Committee finally decided about a week ago to institute an inquiry as to the volume of engagements standing at the time when the doors were closed. This means the first step toward resuming business officially. It by no means signifies that the committee has already decided to that effect, but only that it is feeling its way thereto. Of course, the chief argument against reopening is that stocks may be thrown upon the market at a helter-skelter pace, and that prices may break badly. It has been suggested that this might be forestalled by a rule providing that all quotations 15 or 20 per cent. lower than those of the end of July be excluded from the official lists.

RETURNING AMERICAN SECURITIES

The reopening of business in Wall Street has already had a very strong effect upon the exchange rate here, not only upon New York, but also upon Amsterdam. This is, of course, due to the return of securities, which has now become possible; and it is believed here, as indicated by press discussions, that this return movement will assume still larger dimensions as soon as the Stock Exchange is again fully in working order. Opinions are divergent as to the amount of American stocks and bonds held here and likely to be returned to America; but the general view appears to be that the return movement will assume rather large proportions. The German press continues to discuss with not a little indignation the disparaging comments of English newspapers and bankers about the unfavorable state of the exchange market for Germany. It is not admitted here for a moment that Germany is in such a plight—whether in its general business situation or in its financial position as reflected by the movement at the Reichsbank—as to justify fears for the currency of the country, as if it were likely to sink below par; or that it has already done so, as some of the more hostile critics assume. It would certainly be a curious phenomenon for the German people to take \$8,000,000 to \$10,000,000 gold a week to the Reichsbank and have it exchanged at par for notes, if they regarded those notes as having a depreciated value.

LARGE STOCK OF MONEY

The money market has grown easier. Call money is now offered here at 3½ to 4 per cent., and the banks are abundantly supplied with cash. It is naturally their policy to keep in hand larger stocks of ready money as a guarantee against the uncertainties incident upon war conditions; and natural forces favor that policy, for the Boerse is closed, and the industrial and commercial demands for money are consid-

erably below normal. The easy position of the money market, together with the strong situation of the Reichsbank itself, has given rise to some discussion of the prospects for a reduction of the Reichsbank's rate. It is well understood, however, that the managers of that institution are giving no encouragement to such talk, and it is believed that they intend to maintain the 6 per cent. rate until the military and the business situations have become considerably brighter than now. The ease of the money market has facilitated the further payments upon the big Imperial Loan of September. During the final week of November very nearly \$80,000,000 was paid in on the final installment of 20 per cent. of the whole issue, although that installment does not fall due till Dec. 22. Thus there now remains only about 8 per cent. to pay in.

It appears that some uncertainty exists abroad regarding the question whether Germany has a moratorium or not. The case stands as follows: Soon after the war began a movement of considerable force looking toward the adoption of a general moratorium for Germany was started. The

IN TERMS OF GOLD

Currency Inflation in Europe a Factor in Depressing Exchange Rates Here—Outlook as Specialists See It

SPECIALISTS agree that exchange rates will run in favor of the United States at least until the war is over. There is less unanimity as to what will happen when the conflict in Europe comes to an end.

We are witnessing now the reverse of the conditions which prevailed during the first few weeks of the war. Then all the exchanges were greatly against this country. As we paid off our current obligations, sending out gold freely to do so, the exchanges gradually righted themselves and in recent weeks they have not only gone in our favor, but have fallen to abnormally low levels. At existing rates gold would flow in freely were it not for the unusual obstacles placed in the way of exports of gold from the countries at war.

The views of bankers regarding the exchange outlook set forth herewith were expressed in letters written at the end of the year to a prominent business man. They came from some of the bankers most prominent in international exchange operations in this city. Their views will interest merchants as much as they will other bankers.

FUNDAMENTAL FACTORS

Some of the fundamental factors in the exchange situation are thus presented by one of these bankers:

Immediately preceding and upon the event of hostilities there was of course a very extensive liquidation of foreign holdings of securities which, added to the fact that America was called upon to pay for the large imports without for a time being able to collect for the exports which have been made, brought about chaos in the exchange between this country and Europe, and similar conditions existed between other countries and Europe.

So far as the United States is concerned, matters have now been adjusted so that the current rates between this country and England and France are substantially normal, but looking into the future our lessened imports, together with increased exports of products and manufactures, will probably offset the large decrease in exports of cotton, and, if so, there will be no unusual developments concerning exchange between this country and England, unless some conditions arise to bring about a further liquidation or attempted liquidation of English holdings of American securities.

The Continental situation is something more of a puzzle. Of course our imports from Continental countries are very much restricted and apparently will continue so. Here likewise our exports of produce and manufactures bid fair to materially increase, but the restrictions regarding the movement of cotton must necessarily be considered when making comparisons with previous years.

CURRENCY INFLATION

Another touches very interestingly on the effect of currency inflation in Europe. He says:

The indebtedness of the United States to Europe must, by this time, have been pretty well liquidated and it is scarcely conceivable that the high rates for exchange which we saw at the beginning of August will again be seen under any circumstances. On the contrary, the balance of trade being largely in our favor, and the expenditure of traveling and resident

Government took the matter under consideration, and conferred frequently with many experts; but it decided that a general moratorium would do more harm than good to Germany itself in view of the large part that credit operations play in its whole business life. Instead, therefore, of granting a general moratorium, the courts were empowered to allow delays of payments for three months in cases where the inability of the debtor to meet the demand could be clearly established, and where it could also be shown that the interests of the creditor would not be unduly injured by the delay. All this applied, however, only to obligations incurred prior to July 31. A decree was also issued providing for a special form of receivership for persons and firms that got into difficulties through the war where it could be shown that they could recover their solvency later on.

In respect to foreign demands against Germans, a different course was chosen, in view of the fact that most foreign countries had adopted a moratorium. It was provided that bills drawn abroad against German houses before July 31 could not be collected by process of law before Oct. 31; and, the moratoria abroad having been kept in force, postponement to Jan. 31 was later allowed.

Americans in Europe having been reduced to a minimum, exchange should go down to such a point where it would pay Europe to settle its indebtedness in gold. Germany and Austria reached this point long ago; as they will not release any gold, exchange has gone down considerably below gold import point.

There was a temporary reaction about two weeks ago when the dollar rate in Germany fell rapidly from 4.68 to 4.39, but this reaction was short-lived and today dollars are again selling at 4.54, with the probability that exchange on New York in Berlin will sell as high as it has sold recently, and maybe higher. As regards sterling, it is now selling at 4.85. The London Stock Exchange reopens on Jan. 4, and the sales of securities by London may be large enough to counterbalance our exports of foodstuffs, &c., temporarily. If not, the Bank of England may be compelled to release some of the gold which we sent to Ottawa recently, in order to halt the decline in the exchange rate.

The exchange rates between Paris and the rest of the world are artificially held; how long they can be maintained at the present prices is a matter of considerable doubt. As regards Swiss and Italian exchanges, they are largely governed by the settlements of those two countries with Germany, which, no doubt, at the present time, is their principal customer.

The large Government loans which have been recently issued in all European countries—both the countries at war and the neutral ones—have all more or less been placed at home with the assistance of large increases in the note circulation. These very large increases in all the countries of Europe, especially those at war, must, of need, mean a corresponding deterioration of the currencies of these countries in all foreign settlements. In that respect one country is as badly off as the other, and for this reason, the dollar rate (our dollar being a gold dollar) will, in my opinion, gradually rise all through Europe.

OUR SECURITIES IN EUROPE

The improbability of Europe's selling our securities freely is emphasized by a third banker who gave his view of the exchange outlook:

In view of the large liquidation that has taken place in the debt of this country to Europe, and in view of the fact that the balance of trade with Europe is so largely running in our favor, I believe that as long as the war lasts exchange will rule very low, particularly so for German exchange, in view of the fact that Germany probably holds less American securities than other European nations, and because it has always been a smaller giver of credit to this country than either France or England, particularly England.

Of course, when the war is over, I do not think that anybody can prophesy what the course of exchange will be, except to say that, when the avenues of trade are opened again and the European countries are able to export goods freely once more, the exchange market should gradually rise to a higher and more normal level. The extent to which Europe will be a seller of American securities will be a large governing factor in this situation. Personally, I believe that excepting in those cases where investors are forced to sell in order either to subscribe to European issues or to protect themselves in their own businesses, the general sentiment in Europe will be that the best securities they own are American ones, which have not been affected to the same degree by this great devastating war.

My conclusion is that as long as the war lasts exchange will rule low, and that, with the conclusion of peace, the tendency will be decidedly upwards. In other words, a man's opinion of the exchange market must be entirely governed by his opinion of the length of the war.

Selling of American securities upon the reopening of the London Stock Exchange did not increase to any large extent and the decline in exchange has gone on steadily since. Demand sterling, which was in the neighborhood of 4.85 at the close of December, fell last week to 4.83½.

The Irreconcilable

Two Views of the Existing Shipping Situation Which Start from the Same Point and Move in Oppo- site Directions—Is the Real Need Ships or Cargoes?

STARTING from the same premise—that a revived American merchant marine is highly desirable—arguments presented of late have displayed a wide divergence of opinion. Government ownership and operation of steamships is being warmly supported in some quarters, while equally warm opposition to this measure is advanced in others.

On the one hand stands President Wilson and those who side with him in the belief that the circumstances of the time call for the entrance of Government into the ocean carrying business. The President said, in his speech, at Indianapolis on Friday:

The merchants and farmers of this country must have ships to carry their goods, and just at the present moment there is no other way of getting them than through the instrumentality that is suggested in the Shipping bill. And I hear it said in Washington on all hands that Republicans in the United States Senate mean to talk enough to make the passage of the bill impossible.

These self-styled friends of business, these men who say that the Democratic Party does not know what to do for business, are saying that the Democrats shall do nothing for business. I challenge them to show their right to stand in the way of the release of American products to the rest of the world.

AN OPPOSING VIEW

On the other hand may be placed the findings of a special committee of the Chamber of Commerce of New York, which reported last Thursday, after four months' inquiry into the shipping situation. They were couched in these words:

The committee shares to the fullest extent the desire of all citizens to see the American flag and American ships again upon the high seas, but recognizes that the problem is one of business, and that an American merchant marine to be permanent must justify itself in competition with ships of other nations. The committee believes that American shipping can justify itself upon this basis, once the development period has been passed, and feels that advantage should be taken of the present exceptional opportunity to place American vessels in competition for the commerce of the world.

Before proceeding to a discussion of the methods which seem practicable, we desire to place ourselves on record as opposed to Government ownership and Government operation of vessels. We do not base our opposition to this principle upon the ground that a Government department cannot operate vessel property as cheaply as private owners, although we have grave doubt of the ability of the Government to meet the economic standards of successful private enterprise. We base our objections on the much more fundamental principle in this instance that Government competition in this field of industrial effort will, in our belief, defeat the ends which it is sought to attain.

The present Administration has suggested that \$30,000,000 be invested in Government-owned vessels. If this be done a small fleet will be created; but the feeling that the Government may from time to time add to this fleet, and enter more extensively into competition for the ocean carrying trade will prevent the participation of private enterprise in solving this problem.

A great part of the early pressure brought to bear for legislative assistance to the shipping industry resulted from the movement to develop trade between ourselves and our neighbors to the South. A summary of present traffic conditions between ports of the United States and those of South America was presented on Thurs-

day by another committee of the Chamber of Commerce. This was the way it read:

On making careful investigation of all the shipping lines trading with South American ports, it was found that sixteen steamers were dispatched during October for the east coast of South America. Out of this fleet of steamers it was found that only a part carried a full and complete cargo, while the remainder sailed partly full, and some of them not more than half to two-thirds full. As regards the return business to this country, so far as the committee has been able to learn, there has not been any demand for cargo room that has not been promptly met, and very many steamers are coming North only partly loaded.

CONTRAST

Conditions existing in the South American trade are, by no means, identical with those governing traffic across the North Atlantic. The Southern nations have been handicapped in buying goods, because they could not properly finance the transactions. They have not been able to borrow from Europe and their purchasing power has been greatly reduced. Such has not been the case with the countries of Europe. They have been heavy buyers of foodstuffs and munitions of war, so heavy, in fact, that freight-carrying facilities have been severely taxed for weeks, and rates have climbed rapidly upward.

Ships that could be chartered last July at \$8,000 a month, now command \$25,000 or more. Charges for cotton and other raw material have trebled, with even greater advances quoted for particular goods directed to belligerent countries. Shipowners are reported to be making up the total cost of their boats in four or five round trips to European ports.

In the face of these positive indications of fully-taxed cargo room and great profits, shipping men frankly oppose the assembly of a fleet of Government-owned ships. The matter of competition between Federal freight vessels and others privately owned was only one of several factors discussed in steamship quarters last week. This was one objection raised to the purport of the Alexander Shipping bill:

The Government, if the bill was enacted into law, would have the alternative of buying vessels or building them. In case it was decided to buy a number already operating in the ocean lanes, the price paid would certainly be far in excess of the normal value of the ships because of the present demand for freight room and the profits to be made in the European trade. When the emergency had passed and the interned ships of Germany and Austria reappeared on the seas, the increased supply of vessels would force a tremendous depreciation in the value of the Government's fleet, and at the same time the competition offered by the German and Austrian shipowners would cause a great decline of profits in the business. This effect could be borne by the ships backed by the Government, but the leaner profits would be felt to a disproportionate degree by privately owned American lines and competition from the Federal vessels in a period of small return could not help but be disastrous.

WHEN COMPETITION RETURNS

If under the law, it is argued, the Government should decide to build its own vessels instead of paying exorbitant prices for those in service, or of taking the risk of international complications through the purchase of German ships, the emergency would have passed, in all probability, before a suitable fleet was afloat. Then the Government carriers would begin to compete with private ships at a time when the ocean traffic of the world was being competed for by the ships of all the nations. Again, the American ship owner would be at a decided disadvantage.

Ships plying in the South American trade go half full, while the demand for room on the ships traversing the Atlantic is so great that they are able to obtain extremely high rates. The explanation seems

to lie in the fact that the owners of many vessels engaged in the service to South America refuse to risk the relations firmly established in the past and which are expected to outlast the war, for the sake of seizing the great profit to be made in the carriage of goods to Europe. The conditions in the Atlantic trade are largely the result of the enforced withdrawal of a very large amount of tonnage.

Reports made to the Secretary of the Treasury show that German and Austrian vessels interned have an aggregate tonnage of 3,507,321 tons, while British ships taken under Government charter amount to 1,700,000 tons. Including vessels of a tonnage all told of 595,683 tons which have been destroyed or seized, the war has taken from the seas ships measuring 5,803,014 tons.

At the outbreak of war the total gross steam tonnage of the world was 45,400,000, one-half of it under the British flag. Most of the American tonnage is employed in the lake and coastwise trade, and, of course, does not serve for ocean service in the present shipping crisis. The United States boasts but fifteen vessels of 1,000 net tons or more regularly engaged in ocean transportation. They aggregate about 164,500 tons, which is one-third of one per cent. of the world's gross tonnage.

UNDER AMERICAN FLAG

The vessels of 1,000 tons or more flying the American flag, and engaged in the overseas trade are the following:

| Vessel | Tonnage |
|--------------|---------------|
| Finland | 12,760 7,927 |
| Kroonland | 12,760 7,927 |
| New York | 10,798 4,643 |
| Philadelphia | 10,786 4,577 |
| St. Louis | 11,629 5,874 |
| St. Paul | 11,629 5,874 |
| Sierra | 5,989 3,745 |
| Sonoma | 6,279 3,911 |
| Ventura | 6,282 3,918 |
| Minnesota | 20,718 13,323 |
| China | 5,060 3,186 |
| Korea | 11,276 5,651 |
| Manchuria | 13,638 8,750 |
| Mongolia | 13,628 8,750 |
| Siberia | 11,284 5,655 |

The foreign-built tonnage admitted to American registry for foreign trade under the act of Aug. 18, 1914, comprises 103 vessels, of 368,242 gross tons. Most of these regularly ply to Central and South America, and few, if any, are regularly in the trans-ocean traffic. Among them are twenty oil tank steamers, which carry oil to various parts of the world. Excluding fishing and whaling vessels, the total American steam tonnage registered for the foreign trade on June 30 last was 868 vessels, of 720,609 gross tons. Through the additions under the act of Aug. 18 this total has been raised to 971 vessels, of 1,038,000 gross tons.

There have been built in the United States since June 30, 1914, two boats of 9,813 gross tons, making a total of 973 vessels of 1,098,664 gross tons, which constitute the entire American steam vessels registered for the foreign trade.

Money in Circulation

The monthly statement of the Treasury Department showing the amounts and kinds of money in circulation in the United States on Jan. 2 with comparisons (exclusive of holdings in the Treasury) is as follows:

| | Jan. 2, 1915. | Dec. 1, 1914. | Jan. 2, 1914. |
|-------------------------------|-----------------|-----------------|-----------------|
| Gold coin..... | \$631,607,599 | \$637,553,443 | \$633,940,156 |
| Gold cts..... | 920,717,749 | 928,505,528 | 1,027,977,519 |
| Stand. sil. dols.. | 69,321,103 | 69,731,951 | 74,405,220 |
| Silver cts..... | 455,200,708 | 464,647,020 | 477,705,022 |
| Subsidy silver.... | 163,802,946 | 163,085,173 | 164,269,910 |
| Treas. notes of | | | |
| 1890..... | 2,341,241 | 2,358,845 | 2,550,053 |
| U. S. notes..... | 310,413,016 | 318,077,776 | 340,040,870 |
| Fed. res. notes.... | 17,199,225 | 3,310,000 | ..... |
| Nat. banknotes... 974,502,529 | 1,042,048,495 | 726,479,573 | ..... |
| Total..... | \$3,045,166,116 | \$3,630,218,232 | \$3,447,368,355 |

Refinancing

A Study of all Existing Funded Debt in the United States Which Reduces to Definite Figures the Extent of the Problem of Replacing Year by Year Old Capital With New

PRESENTED herewith is a compilation made by The Annalist of the maturities of practically all the obligations of American corporations, railroad, industrial, and other. It shows by months and by years the due date of all existing obligations, bonds, notes, equipment trust issues, and all others. It pictures concisely the extent of the refunding problem which will have to be encountered each year from now until the longest obligation now outstanding falls due in the year 2862.

Including Governmental securities outstanding obligations reach the great total of very close to \$25,000,000,000. This is how they are divided:

OUTSTANDING DEBT

| | |
|-------------------------------|------------------|
| Steam railroads | \$11,371,467,417 |
| Street railways | 3,174,214,698 |
| Industrial & manufacturing | 2,112,824,911 |
| Gas, Water, Elec. Lt. & Pow. | 1,761,447,183 |
| Coal | 372,138,566 |
| Land and timber | 156,613,760 |
| Telephone & telegraph | 548,192,818 |
| Miscellaneous | 488,246,297 |
| Total, corporations | \$19,985,145,650 |
| States & municipalities.... | 3,986,024,330 |
| United States Government. | 968,825,550 |
| Grand total..... | \$24,939,995,530 |

The importance of information regarding the maturities in nearby periods is wide-

ly recognized. Though its bearing on present operations is less clearly defined, knowledge regarding the maturities in later years is of much consequence. It has heretofore been lacking.

Every year brings its refinancing problem. In mapping out new issues of securities it is well for corporations and bankers to know the probable extent of the competition which may be encountered in the year in which it is proposed to have the new issue fall due. The only possible guide to the extent of that competition is the existing amount of obligations which will fall due in that year. It shows in what years the maturities of obligations now in being will be heavy and in what year they will be light. It suggests the years to avoid and those to favor in fixing the life of new issues.

RAILROADS' SHARE

The railroads naturally contribute by far the larger portion of the aggregate outstanding, \$11,371,467,417. From the figures here given are eliminated bonds held in treasury or deposited to secure other bonds. Without such elimination the Interstate Commerce Commission's figures for 1912 were \$11,130,135,443. The amount to be eliminated from that year's figures in order to make them comparable is \$693,237,243. The commission's figures for preceding years without eliminations were:

| | | | |
|-----------|------------------|-----------|-----------------|
| 1911..... | \$10,738,217,470 | 1909..... | \$9,801,590,390 |
| 1910..... | 10,303,474,854 | 1908..... | 9,394,332,504 |

The bonded indebtedness for these years averaged about 55 per cent. of the total capitalization of the roads.

The bonded indebtedness of industrial and manufacturing companies is \$2,112,824,911. No such complete statistics from a Government source as those collated by the Commerce Commission for the rail-

roads are available for the capitalization of industrial concerns. The United States Census puts the capital invested in this field at \$18,490,749,000, but this represents the value of the property engaged in production and not the amount of stock and bonds. Manufacturing establishments include those owned by individuals and not incorporated. The capital so employed is represented in considerably smaller degree by bonds and notes than in the case of the railroads.

HEAVY MATURITIES

The current year's maturities are exceptionally heavy. This is due in large part to the piling up of short-term notes. The 1915 maturities reach \$861,466,154, by far the largest of any year. For the five years following the largest amount of any is \$380,000,000. It happens that 1921 will be a year of big maturities, over \$580,000,000, and in 1949 bonds already issued will come due to the extent of over \$680,000,000. In some of the intermediate years, however, they fall well below \$250,000,000.

The maturities of future years will all, of course, be increased by issues hereafter made, a partial offset against which will be supplied by the reduction in existing issues through the operation of sinking funds.

A corporation having considerable refunding to do might find a substantial difference in the interest basis as between a year with \$200,000,000 of other maturities and one with \$600,000,000.

The outstanding bonds are also classified among railroads, street railways, manufacturing, electric light and power, coal, timber and land, telegraph and telephone, and miscellaneous corporations. Capital available for one class of enterprise may not flow as readily into another and it may well be that a street railway, for instance, in order to find the best terms for its refunding, should pick a year in which a minimum of street railway financing was to be done.

Maturities of All Outstanding Obligations

| 1915. | Railroads. | Street Railways. | Industrial Mfg. | Electric, Gas, Water, Lt. & Pow. | Coal. | Timber & Land. | Tel. & Tel. | Miscellaneous. | Total All. |
|----------------------|---------------|------------------|-----------------|----------------------------------|-------------|----------------|--------------|----------------|----------------|
| January | \$64,671,197 | \$3,867,500 | \$4,088,000 | \$7,947,000 | \$492,400 | \$1,558,750 | \$406,000 | \$616,500 | \$83,531,347 |
| February | 20,280,409 | 5,703,000 | 21,967,000 | 4,714,900 | 543,000 | 287,500 | ..... | 189,544 | 53,142,353 |
| March | 39,581,912 | 7,409,000 | 38,327,000 | 80,000 | 543,000 | 275,000 | ..... | 2,181,500 | 88,397,412 |
| April | 44,960,749 | 1,547,000 | 672,000 | 8,482,000 | 250,000 | 513,000 | 444,000 | 592,500 | 57,461,249 |
| May | 105,860,934 | 11,892,000 | 3,699,000 | 2,244,500 | 184,500 | 609,500 | 850,000 | 677,044 | 125,987,478 |
| June | 93,199,049 | 1,644,500 | 11,327,000 | 2,026,500 | 2,510,000 | 290,000 | ..... | 1,279,500 | 113,296,549 |
| July | 30,581,703 | 7,054,500 | 13,403,000 | 10,902,000 | 792,500 | 2,723,750 | 750,000 | 16,987,500 | 83,194,984 |
| August | 10,087,409 | 6,211,500 | 5,397,000 | 161,000 | 3,000,000 | 367,500 | 5,000 | 337,544 | 25,566,953 |
| September | 18,659,275 | 1,895,500 | 3,487,000 | 1,732,000 | 450,000 | 1,576,000 | ..... | 207,500 | 28,007,275 |
| October | 115,942,949 | 9,053,000 | 10,549,000 | 1,895,000 | 275,000 | 541,000 | 500,000 | 739,000 | 139,494,949 |
| November | 11,497,634 | 2,327,000 | 10,380,860 | 1,800,000 | 249,500 | 1,687,500 | ..... | 1,234,544 | 29,177,038 |
| December | 25,389,399 | 1,169,000 | 4,299,133 | 1,030,000 | ..... | 1,827,166 | ..... | 2,583,900 | 36,298,598 |
| Total year 1915..... | \$581,712,619 | \$59,793,500 | \$127,565,993 | \$43,014,900 | \$8,746,900 | \$12,056,666 | \$2,949,000 | \$27,626,576 | \$861,466,154 |
| 1916. | | | | | | | | | |
| January | \$24,864,039 | \$11,465,500 | \$8,644,000 | \$156,000 | \$845,700 | \$1,985,250 | \$380,000 | \$3,415,789 | \$51,756,278 |
| February | 19,592,893 | 713,000 | 855,000 | 170,000 | ..... | 287,500 | ..... | 1,054,044 | 22,672,437 |
| March | 13,628,788 | 14,703,000 | 5,506,900 | 1,605,000 | 350,000 | 275,000 | ..... | 426,000 | 36,494,688 |
| April | 9,735,241 | 2,028,000 | 5,367,600 | 929,000 | 505,000 | 578,500 | 30,490,000 | 473,500 | 50,106,841 |
| May | 12,436,990 | 4,869,000 | 860,860 | 2,682,500 | 100,000 | 918,000 | 2,500,000 | 842,044 | 25,209,394 |
| June | 22,153,575 | 10,393,000 | 11,799,900 | 6,255,000 | 10,000 | 445,000 | 67,000 | 1,648,500 | 52,871,975 |
| July | 12,353,195 | 17,194,500 | 9,522,000 | 437,500 | 746,500 | 1,508,250 | 140,000 | 3,346,950 | 45,248,895 |
| August | 6,484,801 | 2,720,500 | 2,452,000 | 127,000 | ..... | 217,500 | ..... | 367,544 | 12,369,345 |
| September | 2,916,834 | 1,200,000 | 1,987,000 | 505,000 | 50,000 | 1,081,000 | ..... | 242,500 | 7,982,334 |
| October | 3,465,170 | 1,622,500 | 3,691,000 | 1,405,000 | 90,000 | 3,059,000 | 640,000 | 256,000 | 14,228,670 |
| November | 9,996,767 | 236,000 | 1,201,360 | 200,000 | 249,500 | 765,000 | ..... | 763,544 | 13,412,171 |
| December | 6,673,945 | 1,591,000 | 4,702,133 | 842,166 | ..... | 1,255,000 | ..... | 476,020 | 15,540,264 |
| Total year 1916..... | \$144,402,238 | \$68,736,000 | \$56,589,753 | \$15,314,166 | \$2,946,700 | \$12,375,000 | \$34,217,000 | \$13,312,435 | \$347,893,292 |
| 1917. | | | | | | | | | |
| January | \$24,637,195 | \$641,500 | \$8,718,333 | \$403,000 | \$6,053,400 | \$2,315,150 | ..... | \$546,500 | \$43,315,078 |
| February | 7,205,401 | 4,393,000 | 556,000 | 1,675,000 | ..... | 441,000 | 50,000 | 197,044 | 14,517,445 |
| March | 22,568,047 | 6,539,000 | 4,592,000 | 110,000 | 710,000 | 280,000 | ..... | 1,114,000 | 35,913,047 |
| April | 8,050,870 | 5,658,000 | 13,572,000 | 4,024,000 | 60,000 | 578,500 | ..... | 270,000 | 32,213,370 |
| May | 38,708,429 | 5,390,500 | 13,456,860 | 2,202,807 | 147,000 | 935,000 | ..... | 7,665,544 | 68,506,140 |
| June | 20,843,387 | 1,889,000 | 4,253,000 | 14,705,500 | 328,000 | 1,144,000 | ..... | 3,520,500 | 46,683,387 |
| July | 23,568,706 | 2,430,500 | 6,508,000 | 3,834,000 | 876,500 | 1,931,250 | 285,000 | 3,362,500 | 42,796,456 |
| August | 26,623,595 | 1,387,500 | 1,214,500 | 2,371,000 | 10,000 | 472,500 | 5,000 | 347,544 | 32,431,639 |
| September | 8,762,698 | 695,500 | 3,425,000 | 4,441,000 | 50,000 | 1,081,000 | ..... | 317,500 | 18,772,698 |
| October | 8,323,070 | 787,000 | 6,352,000 | 2,144,900 | 90,000 | 374,500 | ..... | 269,000 | 18,340,470 |
| November | 5,497,795 | 1,092,000 | 2,297,860 | 700,000 | 249,500 | 735,000 | ..... | 5,972,544 | 16,544,699 |
| December | 2,403,445 | 211,000 | 2,492,253 | 637,166 | ..... | 1,150,000 | 200,000 | 388,400 | 7,482,264 |
| Total year 1917..... | \$197,192,638 | \$31,114,500 | \$67,437,806 | \$37,248,373 | \$8,574,400 | \$11,437,900 | \$540,000 | \$23,971,076 | \$377,516,693 |
| 1918. | | | | | | | | | |
| January | \$11,985,695 | \$2,092,500 | \$5,493,200 | \$2,791,400 | \$109,400 | \$1,874,750 | \$996,000 | \$858,500 | \$26,201,445 |
| February | 4,509,195 | 7,161,000 | 8,807,000 | 583,800 | ..... | 535,000 | ..... | 225,044 | 21,821,039 |
| March | 1,860,203 | 3,682,000 | 12,450,200 | 672,500 | 300,000 | 330,000 | ..... | 175,000 | 19,469,903 |
| April | 21,309,900 | 5,757,500 | 12,616,000 | 1,629,000 | 35,000 | 407,000 | ..... | 500,000 | 42,254,400 |
| May | 6,674,634 | 13,281,000 | 12,821,000 | 2,230,700 | 4,489,500 | 4,005,000 | 1,552,000 | 1,424,544 | 46,478,378 |
| June | 8,747,592 | 3,636,000 | 8,707,500 | 353,000 | 10,000 | 520,000 | ..... | 225,000 | 22,199,092</td |

| | Railroads. | Street Railways. | Industrial Mfg. | Electric, Gas, Water, Lt. & Pow. | Coal. | Timber & Land. | Tel. & Tel. | Miscellaneous. | Total All. |
|----------------------------------|---------------|------------------|-----------------|----------------------------------|--------------|----------------|--------------|----------------|---------------|
| October | 3,519,900 | 2,043,000 | 1,257,500 | 6,607,000 | 90,000 | 865,000 | ..... | 749,000 | 15,131,400 |
| November | 3,165,600 | 207,000 | 706,000 | 210,000 | 334,500 | 3,454,000 | ..... | 800,544 | 8,877,644 |
| December | 2,084,250 | 812,000 | 18,967,753 | 787,166 | ..... | 1,022,200 | ..... | 475,900 | 23,899,269 |
| Total year 1918... \$82,010,275 | \$84,023,500 | \$89,670,653 | \$29,046,566 | \$5,684,900 | \$16,939,200 | \$3,048,000 | \$10,056,576 | \$320,473,670 | |
| 1919. | | | | | | | | | |
| January | \$11,315,000 | \$9,571,000 | \$7,641,000 | \$283,000 | \$229,400 | \$1,938,500 | \$4,864,000 | \$1,139,500 | \$36,981,400 |
| February | 8,623,000 | 9,429,000 | 4,567,000 | 2,748,000 | ..... | 555,000 | ..... | 12,477,044 | 38,393,044 |
| March | 1,667,703 | 3,723,000 | 3,155,000 | 450,000 | 350,000 | 210,000 | ..... | 195,000 | 9,750,703 |
| April | 23,246,675 | 6,167,000 | 965,400 | 1,536,000 | 926,000 | 266,500 | 500,000 | 6,672,000 | 40,279,575 |
| May | 12,045,634 | 1,362,500 | 535,000 | 10,840,000 | 517,500 | 1,890,000 | 50,000 | 889,544 | 28,130,178 |
| June | 39,289,092 | 6,569,000 | 4,970,500 | 1,733,000 | 10,000 | 505,000 | ..... | 1,673,000 | 54,749,592 |
| July | 23,530,000 | 29,986,500 | 27,039,500 | 2,039,600 | 361,000 | 3,647,500 | ..... | 614,000 | 57,218,100 |
| August | 3,424,400 | 2,933,500 | 489,500 | 1,355,000 | ..... | 635,000 | ..... | 372,544 | 9,209,944 |
| September | 9,190,503 | 397,500 | 10,378,000 | 94,500 | 50,000 | 1,030,000 | 200,000 | 17,500 | 21,658,003 |
| October | 17,257,075 | 1,155,000 | 542,000 | 3,079,600 | 365,000 | 796,500 | 500,000 | 221,000 | 23,916,175 |
| November | 15,783,100 | 214,000 | 568,000 | 50,000 | 367,500 | 570,000 | ..... | 1,995,544 | 19,548,144 |
| December | 4,478,250 | 1,311,800 | 2,306,253 | 637,166 | ..... | 1,408,000 | ..... | 285,900 | 10,427,329 |
| Total year 1919... \$170,150,432 | \$72,819,800 | \$63,157,153 | \$24,845,866 | \$3,176,400 | \$13,452,000 | \$6,114,000 | \$26,552,576 | \$380,268,227 | |
| 1920. | | | | | | | | | |
| January | \$8,529,400 | \$3,227,500 | \$5,788,000 | \$2,187,000 | \$319,400 | \$1,226,000 | \$950,000 | \$1,603,500 | \$23,830,800 |
| February | 4,551,000 | 6,790,000 | 26,459,700 | ..... | 607,500 | 325,000 | 2,116,744 | 40,849,944 | |
| March | 2,542,703 | 2,253,000 | 2,356,000 | 912,000 | 350,000 | 1,795,000 | 210,000 | 205,000 | 10,623,703 |
| April | 2,422,675 | 3,200,000 | 6,272,000 | 2,669,800 | 300,000 | 237,000 | ..... | 219,000 | 15,420,475 |
| May | 22,743,134 | 5,310,000 | 1,019,000 | 651,000 | 257,500 | 1,277,500 | 1,047,000 | 409,544 | 32,714,678 |
| June | 1,347,092 | 1,717,000 | 2,676,400 | 1,219,000 | 2,510,000 | 530,000 | ..... | 182,000 | 10,181,492 |
| July | 36,963,000 | 2,067,500 | 2,505,000 | 400,000 | 386,000 | 1,287,000 | ..... | 3,563,500 | 47,172,000 |
| August | 16,251,400 | 5,427,500 | 414,500 | 190,000 | ..... | 592,500 | 200,000 | 422,544 | 23,498,444 |
| September | 22,563,503 | 797,500 | 655,000 | 1,179,500 | 260,000 | 1,030,000 | ..... | 175,000 | 26,660,503 |
| October | 33,296,900 | 1,217,000 | 1,587,000 | 2,260,000 | 310,000 | 195,000 | 425,000 | 821,000 | 40,111,900 |
| November | 17,649,000 | 1,366,000 | 2,773,000 | 440,000 | 249,500 | 635,000 | ..... | 1,165,544 | 24,278,044 |
| December | 1,680,850 | 2,335,000 | 3,022,120 | 2,317,166 | ..... | 1,245,500 | 50,000 | 269,000 | 10,919,636 |
| Total year 1920... \$170,540,657 | \$29,018,000 | \$35,858,020 | \$40,885,166 | \$4,942,400 | \$10,658,000 | \$3,207,000 | \$11,152,376 | \$306,261,619 | |
| 1921 | \$443,102,151 | \$38,427,500 | \$42,712,910 | \$25,304,966 | \$4,875,400 | \$11,423,000 | \$786,500 | \$14,145,676 | \$580,778,103 |
| 1922 | 130,140,680 | 54,816,830 | 33,978,033 | 88,950,800 | 2,929,400 | 8,541,500 | 7,556,200 | 13,661,176 | 340,974,619 |
| 1923 | 108,528,376 | 62,498,100 | 79,937,400 | 42,048,000 | 10,802,000 | 13,541,444 | 26,310,500 | 12,833,176 | 357,498,996 |
| 1924 | 31,235,506 | 81,075,300 | 49,722,945 | 24,019,000 | 9,168,000 | 6,721,000 | 12,166,000 | 27,195,676 | 241,303,427 |
| 1925 | 243,512,890 | 35,809,800 | 77,724,770 | 18,855,000 | 6,928,300 | 4,600,000 | 4,194,000 | 8,016,176 | 399,640,936 |
| 1926 | 68,245,006 | 59,201,000 | 50,164,560 | 38,881,300 | 4,319,000 | 4,799,500 | 2,512,000 | 11,465,276 | 239,587,642 |
| 1927 | 218,936,322 | 210,430,701 | 56,039,191 | 66,528,625 | 1,840,000 | 2,687,000 | 5,339,100 | 6,689,476 | 568,490,415 |
| 1928 | 131,856,239 | 46,786,900 | 34,292,087 | 26,698,950 | 3,422,000 | 4,143,500 | 4,214,000 | 2,890,500 | 251,574,176 |
| 1929 | 258,452,716 | 41,172,600 | 40,856,250 | 46,183,700 | 1,155,000 | 1,181,000 | 83,467,500 | 7,644,250 | 498,966,666 |
| 1930 | 127,387,612 | 83,184,500 | 78,031,245 | 46,429,917 | 14,142,000 | 7,781,250 | 1,846,900 | ..... | 366,447,674 |
| 1931 | 222,245,403 | 86,632,500 | 83,818,800 | 40,379,700 | 22,861,176 | 1,210,000 | 4,497,000 | 6,796,000 | 468,440,579 |
| 1932 | 169,422,167 | 96,450,400 | 39,325,500 | 63,226,700 | 12,793,000 | 2,917,800 | 29,104,500 | 11,226,600 | 424,466,667 |
| 1933 | 267,732,000 | 117,115,500 | 12,796,500 | 53,878,000 | 18,123,000 | 5,267,000 | 74,051,000 | 14,816,000 | 563,779,100 |
| 1934 | 331,670,670 | 76,074,100 | 16,060,200 | 37,025,000 | 47,725,900 | 83,000 | 3,432,300 | 2,983,000 | 515,055,170 |
| 1935 | 117,806,265 | 87,458,700 | 34,162,800 | 40,532,000 | 10,594,000 | 1,000,000 | 10,812,800 | 8,421,500 | 310,788,065 |
| 1936 | 129,646,000 | 79,835,300 | 16,666,522 | 31,196,500 | 6,530,740 | 6,167,600 | 10,676,000 | 290,718,662 | 358,657,148 |
| 1937 | 166,658,190 | 88,003,200 | 14,670,000 | 43,815,000 | 915,000 | 98,000 | 55,696,800 | 1,325,000 | 371,191,190 |
| 1938 | 105,564,594 | 60,246,000 | 10,141,000 | 9,050,000 | 6,490,000 | 3,850,000 | 8,745,000 | 4,247,000 | 208,332,594 |
| 1939 | 176,375,362 | 42,520,400 | 51,055,600 | 93,673,500 | 6,014,000 | ..... | 73,563,018 | 30,560,000 | 473,771,380 |
| 1940 | 218,670,029 | 61,230,600 | 56,323,000 | 45,203,500 | 5,307,400 | 2,496,000 | 895,500 | 6,492,000 | 396,618,029 |
| 1941 | 206,751,966 | 76,262,750 | 18,148,000 | 26,314,000 | 10,438,900 | ..... | 19,499,500 | 910,600 | 358,325,716 |
| 1942 | 146,780,250 | 154,872,025 | 28,254,500 | 28,913,100 | 4,857,000 | ..... | ..... | 1,089,000 | 364,765,875 |
| 1943 | 169,491,000 | 51,964,928 | 28,226,720 | 85,618,500 | 6,766,000 | ..... | 11,590,000 | 5,000,000 | 358,657,148 |
| 1944 | 77,783,000 | 22,979,000 | 52,107,200 | 20,689,000 | 5,775,000 | 84,000 | ..... | 179,417,200 | ..... |
| 1945 | 149,589,390 | 85,332,114 | 1,777,000 | 31,893,000 | ..... | ..... | 2,189,000 | 1,500,000 | 272,290,504 |
| 1946 | 148,422,948 | 23,362,000 | 2,756,800 | 33,783,800 | 915,000 | ..... | ..... | 8,400,000 | 217,540,548 |
| 1947 | 206,498,000 | 28,993,500 | ..... | 48,939,700 | 4,900,000 | ..... | 223,000 | 24,000,000 | 313,554,200 |
| 1948 | 236,517,667 | 44,697,000 | 11,571,000 | 61,645,060 | 4,027,000 | ..... | 1,000,000 | 15,800,000 | 375,057,727 |
| 1949 | 433,282,500 | 171,279,900 | 18,456,000 | 49,329,526 | 6,989,000 | ..... | 1,400,000 | ..... | 680,736,926 |
| 1950 | 117,130,500 | 54,694,500 | 11,271,000 | 28,098,200 | 18,517,000 | ..... | 20,000,000 | ..... | 249,711,200 |
| 1951 | 311,704,552 | 93,094,350 | 309,536,100 | 63,972,500 | 3,636,000 | ..... | ..... | 12,550,000 | 794,493,502 |
| 1952 | | | | | | | | | |

Foreign Correspondence

London is likely to release gold to Paris either by transferring to New York for the account of the Bank of France part of the gold which we sent to Ottawa, or by direct shipments from London to Paris. The English market is watching very closely the course of exchange rates in New York. Both the London Stock Exchange and the Paris Bourse reflected increased cheerfulness last week.

MAY SEND GOLD HERE

Bank of England May Ship Part of Its Ottawa Holdings to New York to be Held for the Bank of France

By Cable to The Annalist

LONDON, Jan. 9.

TRADING in stocks increased daily throughout the week. The absence of speculation keeps the volume very small, but it has been larger than was expected. The war loan is the most active issue. British investments are favored in the dealings.

The absence of selling pressure in any quarter is the most notable feature, although this phase is somewhat artificial inasmuch as special protection is afforded under the loan continuation scheme adopted in advance of the reopening of the Stock Exchange. American stocks with the exception of Canadian Pacific are quiet, but Union Pacific and Atchison can be dealt in comparatively freely.

The American exchange position is being anxiously watched. It is believed here that substantial obstacles will be maintained in the way of gold going from Ottawa to New York for American account. The discount rate is still weak owing to the shortage of bills.

French Government officers are here today attending to the flotation of the £10,000,000 issue of one year French treasury bills at 5 per cent. discount. It seems probable that gold will go from London to Paris or from Ottawa to New York on French account in connection with this loan. This causes no alarm here, for, apart from the Bank's stock of gold, the Government has £19,500,000 gold in the currency note reserve.

December imports exceeded exports by £41,000,000, against £27,000,000 excess in December, 1913. The preliminary statements of the English banks for the second half of last year indicate a reduction in profits in most cases. Dividends were slightly reduced and securities written down to the end of July level of prices. Shortage of shipping is causing a rise in the prices of imported foodstuffs. Coal prices are high, owing to the large enlistment of miners. The copper market is firm.

ENCOURAGED BY NEW YORK

Paris Helped by Optimism Here and in London—A Turkish Episode in Un-limited Note Issue

By Cable to The Annalist

PARIS, Jan. 9.

THE sessions on the Bourse since the opening of the year have reflected hopefulness. Increasing demand has appeared for rentes, Russian bonds, the shares of the principal banks and transportation and lottery bonds by small capitalists who have regained control of their pre-war bank deposits through the voluntary surrender by the principal banks of the protection of the moratorium. Many securities are not figuring in the dealings on the Bourse because of lack of sellers. The Agents de Change are refusing selling

orders from neutral countries unless accompanied by the securities and a French Consul's certificate of bona fide neutral ownership. This and other restrictions make arbitrage transactions unworkable. At the same time the optimism in Wall Street and in Throgmorton Street is being imparted to the Paris market despite the seasonal slackening in trade following Christmas business.

The shares of the Ottoman Bank are comparatively steady despite the overthrow of the Constantinople directorate of the bank by the Turkish Government as a result of the Directors' refusal to sanction an unlimited issue of banknotes.

Financial circles here are commenting on the part the United States is playing in the development of financial Pan-Americanism through the purchase by American banks of the Argentine treasury note issue and through the proposed conference of bankers of North and South America. The foreign exchanges are steady, being affected favorably for Paris by the issue of French treasury bills in London.

AFTER THE WAR

A Dutch View of the Future, Based on What Followed the Franco-Prussian Conflict

Special Correspondence of The Annalist.

AMSTERDAM, Dec. 21.

WHEN the war is over and the normal course of things is once more resumed in Europe, it is most likely that there will be an enormous demand for capital. In consequence of the great loss of capital, due partly to direct destruction and partly to decreased production, that demand will have to be met by a further heavy expansion of credit, which must, in turn, lead to overspeculation. That was the experience after the Franco-Prussian war, and there is little doubt that it will be repeated, on a larger scale, this time.

The war of 1870, according to generally accepted estimates, cost Germany about \$500,000,000 and France, in addition to the \$1,000,000,000 tribute, between \$1,200,000,000 and \$1,400,000,000. Payment of the tribute was, of course, merely a transfer of capital, so that the aggregate loss in that war may be reckoned at about \$1,600,000,000.

According to the estimates of Julius Wolff, the destruction of capital in the present war amounts to about \$3,375,000,000 quarterly, and the indirect loss through decreased production about \$3,250,000,000, a total of about \$6,625,000,000 every three months. Accepting this estimate, the shrinkage of capital by the end of January will have been more than \$13,000,000,000. Certainly the total loss in the Franco-Prussian war seems almost inconsequential compared with this. Bearing these figures in mind, let us see what happened after that war.

The conclusion of peace in 1871 was followed at once by a period of enormous expansion, which led to an extension of credit and an increase of speculation such as the nineteenth century had never witnessed. The inevitable result was the crash of 1873—a crisis much worse than any which had preceded it. That crash did not begin in one of the belligerent countries, but in Austria, and from there it spread rapidly all over Europe and, within a comparatively short time, to the United States.

From 1873 to 1880 was a period of severe depression in the United States, as well as in Europe. A fair idea of the severity of the crisis may be gathered from the statistics of the average standard of wages in your country. That figure, in 1873, amounted to 153 and by 1876, when the depression was worst, it had fallen to 134.

In England, the crisis ensued somewhat later than in the United States, but it was none the less severe. The statistics of unemployment among members of trades unions show:

| Year. | Per Cent. Unemployed. | Year. | Per Cent. Unemployed. |
|-----------|--------------------------|-----------|--------------------------|
| 1872..... | 0.9 | 1875..... | 3.7 |
| 1873..... | 1.2 | 1876..... | 4.7 |
| 1874..... | 1.7 | 1877..... | 6.8 |
| 1875..... | 2.4 | 1878..... | 11.4 |

The crisis of 1873, then, was first a money crisis, but afterward a crisis of trade and industry, followed by unemployment and reduced wages—but it was all the result of the destruction of capital.

INQUIRY FOR AMERICANS

London Capital, Seeking a Higher Return, Commences to Look With Favor Upon Our Bonds

Special Correspondence of The Annalist

LONDON, Dec. 22.

IT is not easy to speak with confidence of the trend of investment here since the crisis began. The realization of the origin of the crisis, namely, the inability of London to collect money owed to it abroad, was certainly a bad advertisement for all foreign securities. Hence the demand here for colonial stocks, home railway prior charges, and bonds of British industrial companies yielding 4 to 4½ per cent. on the money. Reflection, however, seems to be modifying that view. Many British companies—the great textile concern of J. & P. Coats, for instance—have a great part of their interests on the Continent, in enemy as well as allied countries.

On the other hand, there are many foreign securities, the value of which can hardly be unfavorably affected by the war alone, as distinguished from the general tendency of the value of money after the war. Securities which yield trustees more than 4 to 4½ per cent. are also favored, as with the income tax doubled, the temptations of a higher yield are increased. This is the tendency which shows itself in the inquiry for American bonds. The opening of the New York Stock Exchange stimulated that inquiry. It also brought out, as you know, the added remains of past speculations. But the inquiry is there all the same, and with better information here as to the real position of American corporations, many believe that this inquiry may develop.

There is no doubt that American securities, those of the railroads at least, had been losing favor here before the war. It may be that an increasing interest in American bonds will lead to a better demand for shares when conditions approach normal again. That is a long view; what troubles London at the present is uncertainty in regard to the short-term borrowings which we understand many American roads will have to meet somehow during the next few months. If American finance is capable of dealing with this problem without aid from Europe, its prestige will be sensibly increased here.

European Bank Statements

Bank of England

Week Ended Jan. 7.

| | 1915. | Previous Week. | 1914. |
|----------------------|-------------|----------------|-------------|
| Circulation | 45,876,000 | — | £28,042,000 |
| Public deposits | 23,300,000 | — | 7,180,000 |
| Private deposits | 133,348,000 | + 5,238,000 | 46,544,000 |
| Govt. securities | 14,810,000 | + 3,000 | 13,098,000 |
| Other securities | 108,921,000 | + 2,685,000 | 82,002,000 |
| Reserve | 51,421,000 | — | 383,000 |
| Prop. res. to Hab. % | 32.72 | — | 49.54 |
| Bullion | 68,848,000 | — | 645,000 |
| Bank rate, % | 5 | ..... | 4½ |

Bank of Germany

Dec. 31. Dec. 24. Changes.

Marks. Marks. Marks.

| | | | |
|------------------------|---------------|---------------|--------------|
| Total coin and bullion | 3,009,988,000 | 2,888,340,000 | +121,048,000 |
| Of which gold | 2,002,811,000 | 2,075,480,000 | + 17,331,000 |
| Bills discounted | 3,945,568,000 | 3,604,663,000 | +280,905,000 |
| Loans | 22,969,000 | 46,996,000 | — 23,937,000 |
| Securities | 240,348,000 | 251,230,000 | — 1,882,000 |
| Circulation | 5,045,800,000 | 4,431,579,000 | +614,320,000 |
| Discount rate | 5% | 6% | — 1% |

*Including Treasury notes and notes of other banks.

Bank of Netherlands

Week Ended Dec. 19.

1914. 1913. 1912.

Dutch Guilders. Dutch Guilders. Dutch Guilders.

| | | | |
|------------------|-------------|-------------|-------------|
| Gold | 207,978,370 | 150,494,170 | 160,680,123 |
| Silver | 4,443,589 | 9,583,144 | 8,242,573 |
| Bills discounted | 100,629,411 | 84,875,771 | 89,948,977 |
| Advances | 129,804,839 | 83,820,798 | 70,552,186 |
| Circulation | 472,490,635 | 311,666,173 | 312,980,670 |
| Deposits | 22,678,197 | 4,584,202 | 15,065,321 |

Exempt From Income Tax

City of Cleveland, Ohio

4½ % Bonds

Maturities 1912—1964

Legal Investment for Savings Banks in

New York, Massachusetts and Connecticut.

Prices to yield 4.25 %

Descriptive circular upon application

N. W. Halsey & Co.

New York Philadelphia Chicago San Francisco

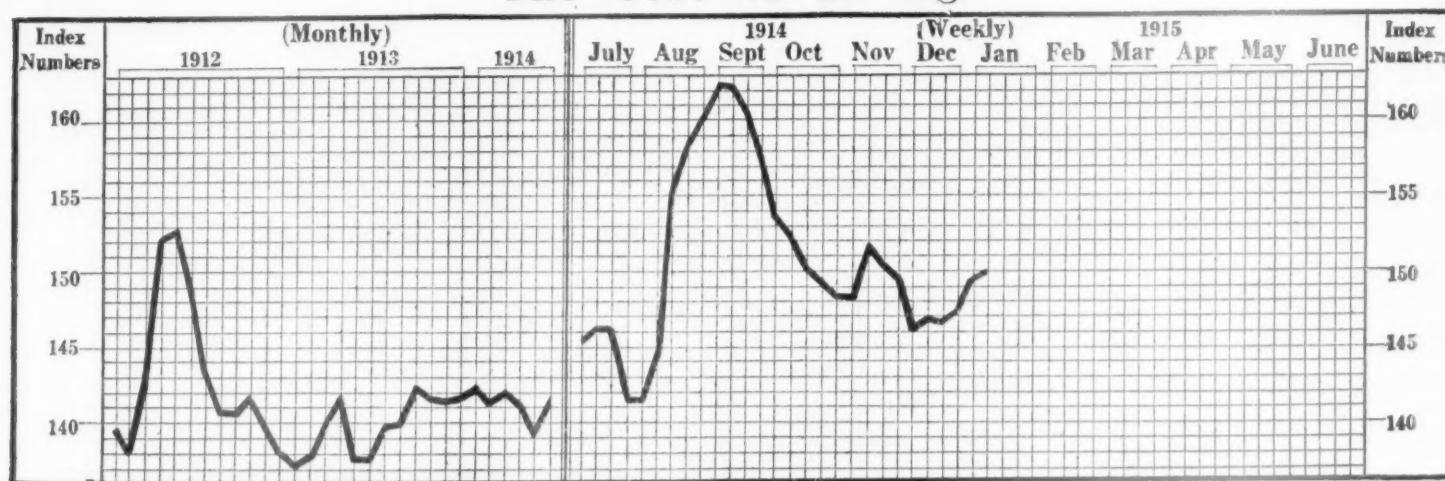
Boston (Halsey & Co., Inc.) Baltimore



Investment Securities
A.H. Bickmore & Co.
33 Broadway, N.Y.

JAN 11

The Cost of Living



An index number is a means of showing fluctuations in the average price of a group of commodities. The Annalist Index Number shows the fluctuations in the average wholesale price of twenty-five food commodities selected and arranged to represent a theoretical family's food budget.

Barometrics

THE ANNALIST INDEX NUMBER

| —Weekly Averages— | | Years' Averages— | |
|-------------------|--------|------------------|------------------|
| Jan. 9..... | 150.00 | 1914..... | 146.07 |
| Jan. 2..... | 149.80 | 1913..... | 139.98 |
| | | | 1896..... 80.09 |
| | | | 1890..... 109.25 |

FINANCE

| | Same Week | Year | Same Period |
|---|--------------|--------------|--------------|
| Last Week. | a Year Ago. | to date. | Last Year. |
| Sale of stocks, shares.... | 841,107 | 1,777,038 | 864,781 |
| Av. price of 50 stocks... { | High 61.68 | High 68.90 | High 68.90 |
| Low 60.25 | Low 67.79 | Low 60.07 | Low 67.50 |
| Sale of bonds, par value.... | \$10,779,000 | \$15,924,000 | \$11,339,000 |
| Average net yield of ten savings bank bonds.... | 4.410% | 4.320% | 4.426% |
| New security issues.... | \$23,393,000 | \$32,857,400 | \$23,393,000 |
| Refunding..... | 5,498,100 | ..... | 5,498,100 |

POTENTIALS OF PRODUCTIVITY

| | —End of December.— | —End of November.— | |
|-----------------------------------|--------------------|--------------------|-------------------------|
| 1914. | 1913. | 1914. 1913. | |
| Daily pig iron capacity, tons.... | 48,484 | 66,168 | 48,464 71,686 |
| U. S. Steel's orders, tons.... | 3,836,643 | 4,282,108 | 3,324,592 4,396,347 |
| Pig iron production, tons.... | *1,515,752 | *1,983,607 | *23,049,752 *30,724,101 |

*Month of December. †Calendar year.

| Building Permits | | —October— | | —Ten Months— | |
|----------------------------|-------------------------|------------------------|--------------|--------------|--------------|
| —December, 112 Cities.— | —November, 133 Cities.— | —October, 145 Cities.— | | | |
| 1914. 1913. | 1914. 1913. | 1914. 1913. | | | |
| \$31,603,322 | \$54,743,855 | \$40,130,697 | \$46,519,729 | \$50,788,623 | \$65,402,337 |
| | | | | | |
| Migration | | | | | |
| —October— | | | | | |
| 1914. 1913. | 1914. 1913. | 1914. 1913. | | | |
| Inbound (alien only)..... | 30,416 | 134,140 | 641,253 | 1,187,260 | |
| Outbound (alien only)..... | 20,046 | 26,998 | 296,714 | 216,334 | |
| Balance | +10,370 | +107,142 | +344,539 | +970,926 | |

MEASURES OF BUSINESS ACTIVITY

Bank Clearings

| Entire country, estimated. | Percentages show changes from preceding year. |
|----------------------------|---|
| The past week. P. C. | The week before. P. C. |
| 1915..... \$3,426,757,273 | —3.9 |
| 1914..... 3,564,585,084 | —4.2 |
| 1913..... 3,722,747,807 | +12.7 |

Gross Railroad Earnings

| | Fourth Week | Third Week | Second Week | Month of | July 1 to |
|---|--------------|--------------|-------------|---------------|---------------|
| in December. | in December. | in December. | October. | Oct. 31. | |
| This year.... | \$9,913,238 | \$7,596,915 | \$8,111,257 | \$126,846,864 | \$495,637,467 |
| Same last year | 11,191,873 | 8,965,044 | 9,088,204 | 137,909,703 | 519,147,084 |
| Gain or loss.— | \$1,278,635 | —\$1,368,129 | —\$976,947 | —\$11,062,839 | —\$23,509,617 |
| —11.4% | —15.3% | —10.8% | —8.0% | —4.5% | |
| *21 roads. †30 roads. ‡30 roads. §27 roads. | | | | | |

OUR FOREIGN TRADE

| | November. | 1914. | 1913. | Eleven Months. |
|---------------------|---------------|---------------|-----------------|-----------------|
| Exports | \$205,766,424 | \$245,539,042 | \$1,867,879,583 | \$2,250,822,664 |
| Imports | 126,467,007 | 148,236,536 | 1,674,619,401 | 1,608,570,909 |
| Excess of exports.. | \$79,299,417 | \$97,302,506 | \$193,260,182 | \$642,251,755 |

Exports and Imports at New York

| | Exports. | Imports. |
|-----------------------------------|--------------|---------------|
| 1914. 1913. | 1914. 1913. | |
| Week ended Dec. 31. \$16,908,939 | \$15,102,560 | \$12,177,327 |
| Fifty-three weeks.... 906,293,731 | 879,158,576 | 968,644,864 |
| | | 1,010,755,400 |

WEEK'S PRICES OF BASIC COMMODITIES

| | Range since | Mean | Mean price of |
|---|-------------|---------|--------------------------|
| Current | Jan. 1. | Price | other years. |
| Price. | High. | Low. | s'ce Jan. 1. 1914. 1913. |
| Copper: Lake, per pound..... | \$0.135 | \$0.133 | \$0.1325 @ \$0.16125 |
| Cotton: Spot, middling upland, per lb. .08 | .0805 | .0790 | .7975 .10875 .1310 |
| Hemlock: Base price per 1,000 feet... 24.50 | 24.50 | 24.50 | 24.50 23.75 |
| Hides: Packer No. 1, Native, per lb.. .23 | .23 | .23 | .2025 .18125 |
| Petroleum: Crude, per bbl..... 1.50 | 1.50 | 1.45 | 1.475 1.975 2.25 |
| Pig iron: Bessemer, at Pitts., per ton. 14.70 | 14.70 | 14.70 | 14.85 17.025 |
| Rubber: Up-River, fine, per pound.... .72 | .76 | .69 | .725 .895 .95 |
| Silk: Raw, Italian, classical, per lb.. 3.40 | 3.45 | 3.40 | 3.425 4.025 4.40 |
| Steel: Billets at Pittsburgh, per ton. 19.00 | 19.00 | 19.00 | 20.00 24.25 |
| Wool: Ohio X, per pound..... .26 | .26 | .26 | .26 .27 |

Range since Jan. 1. 1914. 1913.

THE CREDIT POSITION

| | 1914 | Sept | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | June | Index Numbers |
|-----------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|
| Loans. | \$2,184,206,000 | \$2,107,637,000 | \$2,091,985,000 | \$2,091,985,000 | \$2,091,985,000 | \$2,091,985,000 | \$2,091,985,000 | \$2,091,985,000 | \$2,091,985,000 | \$2,091,985,000 | \$2,091,985,000 | 15.81% |
| Deposits. | 2,182,575,000 | 2,091,985,000 | 2,091,985,000 | 2,091,985,000 | 2,091,985,000 | 2,091,985,000 | 2,091,985,000 | 2,091,985,000 | 2,091,985,000 | 2,091,985,000 | 2,091,985,000 | 23.94% |
| Cash Reserve. | \$30,929,000 | \$30,929,000 | \$30,929,000 | \$30,929,000 | \$30,929,000 | \$30,929,000 | \$30,929,000 | \$30,929,000 | \$30,929,000 | \$30,929,000 | \$30,929,000 | 16.27% |
| Last week | 1,879,432,000 | 1,744,479,000 | 417,589,000 | 417,589,000 | 417,589,000 | 417,589,000 | 417,589,000 | 417,589,000 | 417,589,000 | 417,589,000 | 417,589,000 | Dec. 12 |
| on week ended..... | 1,874,614,000 | 1,717,649,000 | 335,731,000 | 335,731,000 | 335,731,000 | 335,731,000 | 335,731,000 | 335,731,000 | 335,731,000 | 335,731,000 | 335,731,000 | Jan. 24 |
| Last year's high..... | 2,330,282,000 | *2,074,023,000 | 515,426,000 | 515,426,000 | 515,426,000 | 515,426,000 | 515,426,000 | 515,426,000 | 515,426,000 | 515,426,000 | 515,426,000 | 25.08% |
| on week ended..... | Sept. 19 | Dec. 26 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | May 23 | Jan. 24 |

*Figures affected by change to new system.

Condition of Federal Reserve Banks

| | Jan. 8. | Dec. 31. | Dec. 24. | Dec. 11. |
|-------------------------|---------------|---------------|---------------|---------------|
| RESOURCES: | | | | |
| Gold..... | \$232,553,000 | \$229,069,000 | \$232,568,000 | \$232,073,000 |
| Other cash..... | 17,997,000 | 26,578,000 | 25,748,000 | 28,170,000 |
| Total..... | \$250,550,000 | \$255,647,000 | \$258,316,000 | \$260,243,000 |
| Discounts, 30 days..... | 4,410,000 | 4,632,000 | 4,102,000 | 6,466,000 |
| 60 days..... | 3,686,000 | 4,215,000 | 2,750,000 | 1,960,000 |
| Other maturities..... | 1,780,000 | 1,746,000 | | |

Banking and Securities

Bank Clearings

Stock Market Averages

For the week ended Saturday noon. Reported by telegraph to The Annalist

| Central Reserve cities: | Last Week. | | Two Weeks. | | P. C. |
|-------------------------------|-----------------|-----------------|-----------------|-----------------|-------|
| | 1915. | 1914. | 1915. | 1914. | |
| New York | \$1,850,472,251 | \$1,978,960,268 | \$3,204,740,000 | \$3,291,772,210 | -2.4 |
| Chicago | 328,262,910 | 322,250,511 | 501,557,491 | 626,574,090 | -5.5 |
| St. Louis | 94,419,362 | 92,020,583 | 169,681,459 | 180,835,510 | -6.2 |
| Total 3 c.r. cities | \$2,292,154,523 | \$2,403,240,457 | \$3,965,970,049 | \$4,000,182,510 | -3.3 |
| Other Federal Reserve cities: | | | | | |
| Atlanta | \$16,492,777 | \$20,722,605 | \$50,333,293 | \$55,317,022 | -14.1 |
| Boston | 153,750,459 | 160,082,736 | 287,066,751 | 334,173,886 | -14.1 |
| Cleveland | 28,798,440 | 29,008,080 | 49,530,710 | 54,521,876 | -9.2 |
| Kan. City, Mo. | 80,918,546 | 58,408,736 | 147,997,541 | 105,428,470 | +40.4 |
| Philadelphia | 178,536,720 | 177,524,729 | 300,770,178 | 353,114,186 | -12.6 |
| Richmond | 10,274,000 | 9,393,615 | 17,274,000 | 16,865,934 | +2.8 |
| San Francisco | 58,022,518 | 54,169,897 | 108,831,406 | 99,702,224 | +9.2 |
| Total 7 cities | \$526,783,480 | \$500,307,405 | \$950,800,879 | \$900,061,607 | -4.8 |
| Total 10 cities | \$8,818,947,992 | \$2,912,547,892 | \$4,916,782,928 | \$5,008,244,117 | -3.6 |
| Other cities: | | | | | |
| Baltimore | \$40,285,970 | \$38,696,137 | \$75,636,267 | \$75,518,939 | +0.2 |
| Cincinnati | 28,968,809 | 31,320,700 | 49,392,150 | 57,630,000 | -14.3 |
| Denver | 10,497,330 | 8,663,113 | 18,214,553 | 17,728,420 | +2.9 |
| Detroit | 24,500,000 | 27,968,007 | 42,807,361 | 51,530,055 | -16.8 |
| Los Angeles | 22,100,021 | 27,248,917 | 39,753,600 | 40,655,153 | -14.7 |
| Louisville | 14,225,389 | 18,027,441 | 24,830,624 | 31,878,846 | -22.1 |
| New Orleans | 21,203,749 | 25,174,680 | 38,698,799 | 54,275,129 | -28.7 |
| Omaha | 20,012,045 | 18,844,605 | 35,130,363 | 34,500,144 | +1.8 |
| Pittsburgh | 52,313,917 | 52,193,637 | 93,989,445 | 105,544,261 | -10.7 |
| St. Paul | 12,480,971 | 10,307,648 | 21,980,971 | 19,372,740 | +13.5 |
| Seattle | 12,257,380 | 12,300,461 | 23,282,677 | 23,587,086 | -1.3 |
| Total 11 cities | \$258,945,481 | \$270,906,376 | \$463,716,810 | \$517,779,733 | -10.4 |
| Total 21 cities | \$3,077,880,473 | \$3,183,554,238 | \$5,380,499,738 | \$5,616,023,570 | -4.2 |

Clearing House Institutions

Actual Conditions Saturday Morning, Jan. 9, with Change from the Previous Week

| | Banks. | Trust Companies. | All Members. | Change. |
|---------------------------|-----------------|------------------|-----------------|--------------|
| Loans, &c. | \$1,511,638,000 | \$677,361,000 | \$2,188,899,000 | -\$2,600,000 |
| Gold | 138,673,000 | 47,239,000 | 185,912,000 | -3,364,000 |
| Legal tenders | 61,875,000 | 2,599,000 | 64,474,000 | +3,315,000 |
| Silver | 60,970,000 | 8,141,000 | 78,120,000 | +6,615,000 |
| *National bank notes | 11,946,000 | 3,130,000 | 15,076,000 | +1,737,000 |
| Reserve with depositories | 106,463,000 | 26,509,000 | 132,972,000 | +685,000 |
| Net demand deposits | 1,501,158,000 | 528,415,000 | 2,017,054,000 | +17,084,000 |
| Net time deposits | 8,247,000 | 82,306,000 | 90,553,000 | -1,452,000 |

*Counted as reserve by State institutions, but not by national banks.

Daily Average Loans, Deposits, and Cash Compared

Taking the Clearing House banks alone, because the trust companies have no Clearing House record back of 1911, the items loans, deposits, and cash compare with corresponding weeks of other years thus:

| Loans. | Deposits. | Cash. | Loans. | Deposits. | Cash. |
|-----------------------|-----------------|---------------|------------------------------------|-----------------|--------------|
| 1915. \$1,506,244,000 | \$1,496,916,000 | \$197,317,000 | 1910. \$1,190,250,000 | \$1,190,694,000 | \$31,679,100 |
| 1914. 1,329,393,000 | 1,336,985,000 | 355,788,000 | 1909. 1,297,035,700 | 1,358,349,800 | 362,280,400 |
| 1913. 1,322,097,000 | 1,325,985,000 | 347,043,000 | 1908. 1,117,149,000 | 1,051,651,000 | 208,986,500 |
| 1912. 1,365,275,000 | 1,402,367,000 | 375,842,000 | 1907. 1,048,808,700 | 1,008,322,400 | 260,871,300 |
| 1911. 1,219,924,800 | 1,214,953,400 | 331,130,600 | *Affected by change to new system. | | |

The average quotations of twenty-five leading railroad and twenty-five industrial issues and of the two groups of stocks combined last week:

| RAILROADS | | | | | | | |
|-----------------|-------|-------|--------|-----------------|-------|-------|--------|
| High. | Low. | Last. | Ch'ge. | High. | Low. | Last. | Ch'ge. |
| Jan. 4... 68.76 | 67.97 | 68.63 | + .63 | Jan. 7... 68.03 | 67.57 | 67.91 | - .07 |
| Jan. 5... 68.69 | 68.06 | 68.40 | - .23 | Jan. 8... 68.38 | 67.75 | 67.99 | + .08 |
| Jan. 6... 68.41 | 67.77 | 67.98 | - .42 | Jan. 9... 68.22 | 67.99 | 68.13 | + .14 |

| INDUSTRIALS | | | | | | | |
|-----------------|-------|-------|--------|-----------------|-------|-------|--------|
| High. | Low. | Last. | Ch'ge. | High. | Low. | Last. | Ch'ge. |
| Jan. 4... 52.97 | 52.53 | 52.90 | + .60 | Jan. 7... 54.39 | 53.70 | 54.28 | + .48 |
| Jan. 5... 53.68 | 53.17 | 53.48 | + .58 | Jan. 8... 54.99 | 54.19 | 54.50 | + .22 |
| Jan. 6... 53.91 | 53.49 | 53.80 | + .32 | Jan. 9... 54.91 | 54.53 | 54.72 | + .22 |

| COMBINED AVERAGE | | | | | | | |
|------------------|-------|-------|--------|-----------------|-------|-------|--------|
| High. | Low. | Last. | Ch'ge. | High. | Low. | Last. | Ch'ge. |
| Jan. 4... 60.86 | 60.25 | 60.76 | + .61 | Jan. 7... 61.26 | 60.63 | 61.09 | + .20 |
| Jan. 5... 61.18 | 60.61 | 60.94 | + .18 | Jan. 8... 61.68 | 60.97 | 61.24 | + .15 |
| Jan. 6... 61.16 | 60.63 | 60.89 | - .05 | Jan. 9... 61.56 | 61.26 | 61.42 | + .18 |

| YEARLY HIGHS AND LOWS | | | | | | | |
|-------------------------|--------------|-------------|-------------|-------------|--------------|------------|------------|
| Railroads. | Industrials. | Combined. | | Railroads. | Industrials. | Combined. | |
| High. | Low. | High. | Low. | High. | Low. | High. | Low. |
| 1915 (to date)... 68.76 | Ja. 4 67.57 | Ja. 7 59.99 | Ja. 8 52.21 | Ja. 2 61.68 | Ja. 8 60.07 | Ja. 2 57.4 | Ja. 2 57.4 |
| 1914 84.9 | Ja. 1 66.35 | Ja. 7 61.7 | Ja. 8 44.74 | July 73.3 | Jan. 57.1 | Jan. 63.1 | June 63.1 |
| 1913 91.4 | Jan. 7 75.3 | June 67.1 | Jan. 50.3 | June 79.1 | Jan. 63.1 | June 63.1 | June 63.1 |
| 1912 97.3 | Oct. 88.4 | Dec. 74.5 | Sept. 61.7 | Feb. 85.8 | Sept. 75.2 | Feb. 85.2 | Feb. 85.2 |
| 1911 99.6 | Jan. 84.4 | Sept. 60.7 | Jan. 54.7 | Sept. 84.4 | Jan. 69.5 | Sept. 69.5 | Sept. 69.5 |

Record of Transactions

NEW YORK STOCK EXCHANGE

Week Ended Jan. 9

STOCKS (Shares)

| | 1915. | 1914. | 1913. |
|-----------|---------|---------|---------|
| Monday | 129,048 | 228,533 | 343,189 |
| Tuesday | 148,867 | 473,151 | 215,249 |
| Wednesday | 130,598 | 346,849 | 212,172 |
| Thursday | 154,145 | 300,859 | 299,944 |
| Friday | 210,978 | 285,428 | 205,332 |
| Saturday | 67,471 | 142,213 | 187,084 |

| Total week | 841,107 | 1,777,028 | 1,462,970 |
| --- | --- | --- | --- |
| Year to date | 864,781 | 2,163,95 |

New York Stock Exchange Transactions

Week Ended Jan. 9

High and low prices may be for odd lots. High and low prices for the year are based on 100-share lots, the official unit

Total Sales 841,107 Shares

| Range for Year 1913.— | | Range for Year 1914.— | | STOCKS. | Amount Stock Listed. | Last Dividend Paid Date. | Per Cent. | Per- Ied. | High. | Low. | Last. | Net Changes. | Sales. |
|--------------------------|---------|--------------------------|--------|---------|-------------------------|--------------------------------|--------------|--------------|---------|---------|---------|-----------------|--------|
| High. | Low. | High. | Low. | | | | | | | | | | |
| 28% | 19 1/2 | 27 1/2 | Jan. 8 | 26 1/2 | Jan. 7 | | | | 27 1/2 | 26 1/2 | 26 1/2 | .. | 17,200 |
| 14 1/4 | 6 | 8 | Jan. 7 | 8 | Jan. 7 | | | | 8 | 8 | 8 | .. | 200 |
| 47 | 32 1/2 | 35 | Jan. 8 | 35 | Jan. 8 | | | | 35 | 35 | 35 | .. | 100 |
| 78 1/2 | 48 1/2 | 55 1/2 | Jan. 8 | 51 1/2 | Jan. 2 | | | | 55 1/2 | 52 | 54 1/2 | + 2 1/2 | 65,650 |
| 59 1/2 | 47 1/2 | 48 | Jan. 4 | 48 | Jan. 4 | | | | .. | 48 | .. | .. | .. |
| 97 1/2 | 90 1/2 | *91 | Jan. 9 | *91 | Jan. 9 | | | | 91 | 91 | 91 | .. | 50 |
| 33 1/2 | 19 | 35 1/2 | Jan. 9 | 33 1/2 | Jan. 6 | | | | 35 1/2 | 33 1/2 | 35 1/2 | + 1 1/2 | 22,720 |
| 146 1/2 | 129 1/2 | 135 | Jan. 7 | 134 | Jan. 7 | | | | 135 | 134 | 135 | + 1 | 250 |
| 35 1/2 | 19 1/2 | 30 1/2 | Jan. 8 | 25 1/2 | Jan. 4 | | | | 30 1/2 | 25 1/2 | 29 1/2 | + 4 1/2 | 54,040 |
| 96 | 80 | 94 | Jan. 7 | 91 1/2 | Jan. 5 | | | | 94 | 91 1/2 | 95 1/2 | + 4 1/2 | 4,425 |
| 53 1/2 | 42 1/2 | 45 1/2 | Jan. 8 | 44 1/2 | Jan. 2 | | | | 45 1/2 | 44 1/2 | 45 | + 1/2 | 2,000 |
| 118 1/2 | 112 | 113 | Jan. 7 | 113 | Jan. 7 | | | | 113 | 113 | 113 | .. | 115 |
| 68 | 59 1/2 | 59 1/2 | Jan. 5 | 59 1/2 | Jan. 5 | | | | 59 1/2 | 59 1/2 | 59 1/2 | - 1/2 | 100 |
| 107 | 102 1/2 | *105 | Jan. 7 | *105 | Jan. 7 | | | | 105 | 105 | 105 | .. | 10 |
| 46 1/2 | 32 | 43 1/2 | Jan. 8 | 39 | Jan. 4 | | | | .. | .. | .. | .. | .. |
| 97 1/2 | 93 1/2 | 97 1/2 | Jan. 8 | 97 1/2 | Jan. 8 | | | | 97 1/2 | 97 1/2 | 97 1/2 | + 1 | 125 |
| 51 1/4 | 31 1/4 | 43 1/4 | Jan. 5 | 43 1/4 | Jan. 9 | | | | 43 1/2 | 41 1/2 | 41 1/2 | - 1/2 | 400 |
| 25 1/2 | 17 | 21 | Jan. 8 | 19 1/2 | Jan. 5 | | | | 21 | 19 1/2 | 21 | + 1 1/2 | 500 |
| 32 1/2 | 19 1/2 | 21 1/2 | Jan. 4 | 20 1/2 | Jan. 4 | | | | 21 1/2 | 20 1/2 | 20 1/2 | + 1/2 | 900 |
| 11 1/2 | 7 1/2 | 8 1/2 | Jan. 7 | 7 1/2 | Jan. 2 | | | | 8 1/2 | 7 1/2 | 8 1/2 | + 1 1/2 | 1,500 |
| 31 1/2 | 25 | 26 1/2 | Jan. 8 | 24 | Jan. 5 | | | | 26 1/2 | 23 1/2 | 26 1/2 | + 1 1/2 | 814 |
| 37 1/2 | 20 1/2 | 26 1/2 | Jan. 9 | 23 | Jan. 2 | | | | 26 1/2 | 23 1/2 | 26 1/2 | + 1 1/2 | 2,960 |
| 102 1/2 | 96 | 96 1/2 | Jan. 9 | 96 1/2 | Jan. 9 | | | | 96 1/2 | 96 1/2 | 96 1/2 | - 1/2 | 100 |
| 91 1/4 | 41 1/4 | 41 1/4 | Jan. 6 | 4 | Jan. 6 | | | | 41 1/2 | 41 1/2 | 41 1/2 | - 1/2 | 200 |
| 50 1/2 | 30 | 30 | Jan. 9 | 30 | Jan. 9 | | | | 30 | 30 | 30 | .. | 100 |
| 71 1/2 | 50 1/2 | 60 1/2 | Jan. 8 | 56 | Jan. 2 | | | | 60 1/2 | 57 1/2 | 59 | + 3 1/2 | 2,550 |
| 105 | 97 | 100 | Jan. 4 | 100 | Jan. 4 | | | | 100 | 100 | 100 | + 3 1/2 | 353 |
| 172 | 148 | 146 | Jan. 6 | 146 | Jan. 6 | | | | 146 | 146 | 146 | - 1/2 | 300 |
| 37 1/2 | 27 1/2 | 27 | Jan. 8 | 26 1/2 | Jan. 7 | | | | 27 | 26 1/2 | 27 | - 1/2 | 225 |
| 109 1/2 | 97 | 104 1/2 | Jan. 8 | 103 1/2 | Jan. 9 | | | | 104 1/2 | 104 1/2 | 104 | + 1 | 610 |
| 115 | 107 1/2 | 114 | Jan. 4 | 112 1/2 | Jan. 8 | | | | 114 | 112 1/2 | 112 1/2 | - 1/2 | 950 |
| 59 | 57 | 58 1/2 | Jan. 9 | 58 1/2 | Jan. 9 | | | | 58 1/2 | 58 1/2 | 58 1/2 | - 1/2 | 100 |
| 124 1/2 | 114 | 119 | Jan. 8 | 116 | Jan. 4 | | | | 119 | 116 | 118 1/2 | + 2 1/2 | 3,045 |
| 256 | 215 | 221 | Jan. 4 | 220 | Jan. 4 | | | | 221 | 220 | 220 | + 1 1/2 | 1,370 |
| 109 | 101 1/2 | 106 | Jan. 9 | 103 1/2 | Jan. 4 | | | | 106 | 103 1/2 | 106 | + 2 1/2 | 350 |
| 20 1/2 | 12 | 16 | Jan. 5 | 16 | Jan. 5 | | | | 16 | 16 | 16 | .. | 100 |
| 83 | 72 1/2 | 78 1/2 | Jan. 7 | 78 | Jan. 4 | | | | 78 | 78 | 78 | + 1 | 500 |
| 38 1/2 | 24 1/2 | 26 1/2 | Jan. 8 | 25 | Jan. 2 | | | | 26 1/2 | 25 1/2 | 26 1/2 | + 1 1/2 | 3,400 |
| 29 1/2 | 5 | 5 | Jan. 4 | 5 | Jan. 4 | | | | 5 | 5 | 5 | .. | 200 |
| 100 1/2 | 89 1/2 | 94 1/2 | Jan. 5 | 93 | Jan. 2 | | | | 94 1/2 | 93 1/2 | 94 | + 1 | 11,150 |
| 101 1/2 | 96 1/2 | 96 1/2 | Jan. 5 | 96 | Jan. 5 | | | | 96 | 96 | 96 | - 1/2 | 1,000 |
| 126 | 114 | 99 1/2 | Jan. 5 | 99 | Jan. 5 | | | | 99 | 99 | 99 | - 1/2 | 1,902 |
| 110 | 102 1/2 | *102 | Jan. 7 | *102 | Jan. 7 | | | | .. | .. | .. | .. | .. |
| 98 1/2 | 67 | 69 1/2 | Jan. 5 | 67 1/2 | Jan. 9 | | | | .. | .. | .. | .. | .. |
| 83 1/2 | 69 | 70 1/2 | Jan. 8 | 69 1/2 | Jan. 4 | | | | .. | .. | .. | .. | .. |
| 11 1/2 | 7 1/2 | 7 1/2 | Jan. 9 | 7 1/2 | Jan. 9 | | | | .. | .. | .. | .. | .. |
| 46 1/2 | 29 1/2 | 52 1/2 | Jan. 7 | 46 1/2 | Jan. 2 | | | | .. | .. | .. | .. | .. |
| 91 1/2 | 68 | 97 | Jan. 7 | 91 | Jan. 2 | | | | .. | .. | .. | .. | .. |
| 94 1/2 | 79 | 86 1/2 | Jan. 9 | 84 1/2 | Jan. 6 | | | | .. | .. | .. | .. | .. |
| 130 | 118 | 119 1/2 | Jan. 8 | 118 | Jan. 5 | | | | .. | .. | .. | .. | .. |
| 29 1/2 | 26 | 27 1/2 | Jan. 8 | 27 1/2 | Jan. 8 | | | | .. | .. | .. | .. | .. |
| 30 1/2 | 15 1/2 | 16 1/2 | Jan. 4 | 16 | Jan. 4 | | | | .. | .. | .. | .. | .. |
| 68 | 50 | 51 | Jan. 5 | 51 | Jan. 5 | | | | .. | .. | .. | .. | .. |
| 220 1/2 | 153 | 157 1/2 | Jan. 5 | 154 1/2 | Jan. 9 | | | | .. | .. | .. | .. | .. |
| 38 1/2 | 25 1/2 | 39 1/2 | Jan. 8 | 37 1/2 | Jan. 4 | | | | .. | .. | .. | .. | .. |
| 104 | 94 1/2 | 101 1/2 | Jan. 6 | 100 1/2 | Jan. 7 | | | | .. | .. | .. | .. | .. |
| 320 | 300 | *295 | Jan. 8 | *295 | Jan. 8 | | | | .. | .. | .. | .. | .. |
| 106 | 105 | *110 | Jan. 6 | *110 | Jan. 6 | | | | .. | .. | .. | .. | .. |
| 68 | 40 | 41 1/2 | Jan. 9 | 41 | Jan. 4 | | | | .. | .. | .. | .. | .. |
| 15 1/2 | 11 1/2 | 11 | Jan. 5 | 10 1/2 | Jan. 4 | | | | .. | .. | .. | .. | .. |
| 41 1/2 | 25 | 29 1/2 | Jan. 5 | 28 | Jan. 7 | | | | .. | .. | .. | .. | .. |
| 107 1/2 | 84 | 88 1/2 | Jan. 5 | 86 1/2 | Jan. 4 | | | | .. | .. | .. | .. | .. |
| 143 | 126 | 125 | Jan. 8 | 125 | Jan. 8 | | | | .. | .. | .. | .. | .. |
| 136 1/2 | 122 | 125 | Jan. 8 | 122 | Jan. 5 | | | | .. | .. | .. | .. | .. |
| 44 | 31 1/2 | 34 1/2 | Jan. 4 | 32 1/2 | Jan. 6 | | | | .. | .. | .. | .. | .. |
| 104 1/2 | 99 | 90 1/2 | Jan. 7 | 99 1/2 | Jan. 7 | | | | .. | .. | .. | .. | .. |
| 34 1/2 | 20 1/2 | 25 1/2 | Jan. 8 | 21 1/2 | Jan. 5 | | | | .. | .. | .. | .. | .. |
| 28 1/2 | 20 | 25 1/2 | Jan. 8 | 25 1/2 | Jan. 6 | | | | .. | .. | .. | .. | .. |
| 139 1/2 | 112 1/2 | 116 1/2 | Jan. 7 | 113 1/2 | Jan. 4 | | | | .. | .. | .. | .. | .. |
| .. | .. | 2% | Jan. 8 | 2% | Jan. 2 | | | | .. | .. | .. | .. | .. |
| 45 1/2 | 37 1/2 | 44 | Jan. 8 | | | | | | | | | | |

New York Stock Exchange Transactions—Continued

| Range for Year 1914— High. Low. | | | | Range for Year 1914— High. Low. | | | | STOCKS. | | Amount Stock Listed. | Last Dividend Paid Date. | Per Cent. | Per Ind. | High. | Low. | Last. | Net Change. | Sales |
|--|---------|---------|--------|--|--------|---------|-----------------------------------|--------------|--------------|-------------------------|--------------------------------|--------------|-------------|---------|---------|--------|----------------|-------|
| 231 | 207 1/2 | 208 | Jan. 4 | 207 | Jan. 9 | 207 | Liggett & Myers | 21,496,400 | Dec. 1, '14 | 3 | Q | 208 | 207 | 207 | — 1/2 | 200 | | |
| 118 1/2 | 111 1/2 | 113 1/2 | Jan. 5 | 113 1/2 | Jan. 5 | 113 1/2 | Liggett & Myers pf. | 15,197,000 | Jan. 2, '15 | 1 1/2 | Q | 113 1/2 | 113 1/2 | 113 1/2 | — .. | 100 | | |
| 190 | 160 | 166 | Jan. 7 | 165 1/2 | Jan. 6 | 165 1/2 | Lorillard (P.) Co. | 15,155,000 | Jan. 2, '15 | 2 1/2 | Q | 166 | 165 1/2 | 166 | + 1/2 | 300 | | |
| 117 1/2 | 110 | 112 1/2 | Jan. 6 | 112 1/2 | Jan. 6 | 112 1/2 | Lorillard (P.) Co. pf. | 11,176,900 | Jan. 2, '15 | 1 1/2 | Q | 112 1/2 | 112 1/2 | 112 1/2 | — .. | 100 | | |
| 141 1/2 | 125 | 116 1/2 | Jan. 9 | 112 | Jan. 5 | 112 | Louisville & Nashville | 72,000,000 | Aug. 10, '14 | 3 1/2 | SA | 116 1/2 | 112 | 116 1/2 | + 8 1/2 | 2,650 | | |
| 70 | 65 1/2 | 67 1/2 | Jan. 5 | 67 1/2 | Jan. 5 | 67 1/2 | MACKAY COMPANIES pf. | 50,000,000 | Jan. 2, '15 | 1 | Q | 67 1/2 | 67 1/2 | 67 1/2 | + 1/2 | 100 | | |
| 15 1/2 | 14 1/2 | 18 1/2 | Jan. 8 | 15 1/2 | Jan. 6 | 15 1/2 | Maxwell Motors | 9,586,200 | ..... | .. | .. | 18 1/2 | 15 1/2 | 17 1/2 | + 2 1/2 | 7,104 | | |
| 44 | 41 1/2 | 49 1/2 | Jan. 8 | 45 1/2 | Jan. 2 | 45 1/2 | Maxwell Motors 1st pf. | 9,791,800 | ..... | .. | .. | 49 1/2 | 44 1/2 | 48 1/2 | + 4 1/2 | 6,095 | | |
| 17 1/2 | 17 | 20 1/2 | Jan. 8 | 18 | Jan. 6 | 18 | Maxwell Motors 2d pf. | 7,457,900 | ..... | .. | .. | 20 1/2 | 18 | 20 1/2 | + 2 | 4,795 | | |
| 15 1/2 | 3 | 4 1/2 | Jan. 9 | 4 1/2 | Jan. 9 | 4 1/2 | Mercantile Marine pf. | 43,910,600 | ..... | .. | .. | 4 1/2 | 4 1/2 | 4 1/2 | + 1/2 | 100 | | |
| 73 1/2 | 46 1/2 | 54 1/2 | Jan. 4 | 51 | Jan. 9 | 51 | Mexican Petroleum | 34,198,600 | Aug. 30, '13 | 1 1/2 | .. | 54 1/2 | 51 | 51 | — 2 | 1,280 | | |
| 24 1/2 | 16 1/2 | 17 1/2 | Jan. 8 | 17 1/2 | Jan. 6 | 17 1/2 | Miami Copper†† | 3,734,975 | Aug. 15, '14 | 50c | .. | 17 1/2 | 17 1/2 | 17 1/2 | + 1/2 | 850 | | |
| 137 | 101 | 109 1/2 | Jan. 8 | 106 | Jan. 4 | 106 | Minn., St. Paul & S. S. Marie | 25,206,800 | Oct. 15, '14 | 3 1/2 | SA | 109 1/2 | 106 | 109 1/2 | + 4 1/2 | 875 | | |
| 24 | 8 1/2 | 9 | Jan. 6 | 7 1/2 | Jan. 4 | 7 1/2 | Missouri, Kansas & Texas pf. | 63,300,300 | ..... | .. | .. | 9 | 7 1/2 | 8 1/2 | + 1/2 | 2,100 | | |
| 60 | 26 | 26 | Jan. 4 | 26 | Jan. 4 | 26 | Missouri Pacific | 13,000,000 | Nov. 10, '13 | 2 | .. | 26 | 26 | 26 | — .. | 100 | | |
| 30 | 7 | 8 1/2 | Jan. 5 | 6 1/2 | Jan. 8 | 6 1/2 | Missouri Pacific | 83,112,500 | Jan. 30, '08 | 2 1/2 | .. | 84 | 64 | 7 1/2 | + 2 | 20,645 | | |
| 52 1/2 | 41 | 43 | Jan. 7 | 42 | Jan. 4 | 42 | Montana Power | 27,057,600 | Jan. 2, '15 | 3 1/2 | Q | 43 | 42 | 43 | + 2 | 1,950 | | |
| 103 1/2 | 101 | 99 1/2 | Jan. 6 | 99 1/2 | Jan. 6 | 99 1/2 | Montana Power pf. | 9,700,000 | Jan. 2, '15 | 1 1/2 | Q | 99 1/2 | 99 1/2 | 99 1/2 | — .. | 100 | | |
| 139 | 120 | 121 | Jan. 6 | 121 | Jan. 6 | 121 | NATIONAL BISCUIT CO. | 29,236,000 | Oct. 15, '14 | 1 1/2 | Q | 121 | 121 | 121 | + 1 | 400 | | |
| 128 | 119 1/2 | 122 | Jan. 8 | 121 | Jan. 4 | 121 | National Biscuit Co. pf. | 24,804,500 | Nov. 30, '14 | 1 1/2 | Q | 122 | 121 | 122 | + 1 1/2 | 520 | | |
| 14 | 9 | 10 1/2 | Jan. 8 | 9 1/2 | Jan. 4 | 9 1/2 | National Enameling & Stamping Co | 15,591,800 | July 15, '05 | 1 1/2 | .. | 10 1/2 | 9 1/2 | 10 1/2 | + 5 1/2 | 1,210 | | |
| 52 | 40 | 44 | Jan. 4 | 44 | Jan. 4 | 44 | National Lead Co. | 20,750,000 | Dec. 31, '14 | 1 1/2 | Q | 44 | 44 | 44 | + 1/2 | 200 | | |
| 109 | 105 | 104 1/2 | Jan. 4 | 104 1/2 | Jan. 4 | 104 1/2 | National Lead Co. pf. | 24,367,600 | Dec. 15, '14 | 1 1/2 | Q | 104 1/2 | 104 1/2 | 104 1/2 | — .. | 120 | | |
| 34 | 30 | 23 | Jan. 5 | 23 | Jan. 5 | 23 | National Rya of Mexico 1st pf. | 28,831,000 | Feb. 10, '13 | 2 | .. | 23 | 23 | 23 | — 8 | 500 | | |
| 16 1/2 | 10 1/2 | 12 1/2 | Jan. 4 | 11 1/2 | Jan. 2 | 11 1/2 | Nevada Con. Copper Co.†† | 9,997,285 | June 30, '14 | 37 1/2c | .. | 12 1/2 | 11 1/2 | 12 1/2 | + 1/2 | 2,200 | | |
| 69 | 58 | 59 | Jan. 2 | 57 | Jan. 5 | 57 | New York Air Brake | 10,000,000 | Dec. 23, '14 | 1 1/2 | Q | 58 1/2 | 57 | 58 1/2 | + 1/2 | 200 | | |
| 96 1/2 | 77 | 87 1/2 | Jan. 5 | 84 1/2 | Jan. 4 | 84 1/2 | New York Central | 224,866,900 | Oct. 15, '14 | 1 1/2 | Q | 87 1/2 | 84 1/2 | 87 1/2 | + 4 | 12,835 | | |
| 78 | 49 1/2 | 56 1/2 | Jan. 5 | 52 1/2 | Jan. 8 | 52 1/2 | New York, New Haven & Hartford | 180,013,200 | Sep. 30, '13 | 1 1/2 | .. | 56 1/2 | 52 1/2 | 53 | — 2 | 9,510 | | |
| 31 1/2 | 18 1/2 | 22 1/2 | Jan. 4 | 21 1/2 | Jan. 6 | 21 1/2 | New York, Ontario & Western | 58,113,900 | Aug. 4, '13 | 2 | .. | 22 1/2 | 21 1/2 | 22 1/2 | + 1/2 | 1,600 | | |
| 105 1/2 | 96 1/2 | 101 1/2 | Jan. 8 | 99 1/2 | Jan. 4 | 99 1/2 | Norfolk & Western | 107,761,000 | Dec. 19, '14 | 1 1/2 | Q | 101 1/2 | 99 1/2 | 101 1/2 | + 2 1/2 | 1,000 | | |
| 90 | 85 | 98 1/2 | Jan. 6 | 95 1/2 | Jan. 6 | 95 1/2 | Norfolk & Western pf. | 23,000,000 | Nov. 19, '14 | 1 | Q | 85 | 85 | 85 | — .. | 30 | | |
| 79 1/2 | 64 1/2 | 68 | Jan. 4 | 68 | Jan. 4 | 68 | North American | 20,779,700 | Jan. 2, '15 | 1 1/2 | Q | 68 | 68 | 68 | + 1/2 | 200 | | |
| 118 1/2 | 96 1/2 | 101 1/2 | Jan. 7 | 100 | Jan. 2 | 100 | Northern Pacific | 247,998,400 | Nov. 1, '14 | 1 1/2 | Q | 101 1/2 | 100 | 101 | + 1 | 5,600 | | |
| 29 | 17 1/2 | 20 | Jan. 8 | 18 1/2 | Jan. 5 | 18 1/2 | PACIFIC MAIL | 20,000,000 | Dec. 1, '00 | 1 | .. | 20 | 18 1/2 | 20 | + 1/2 | 200 | | |
| 31 | 20 | 27 | Jan. 8 | 27 | Jan. 8 | 27 | Pacific Telephone & Telegraph | 18,000,000 | ..... | .. | .. | 27 | 27 | 27 | + 1 | 200 | | |
| 90 | 86 1/2 | 89 1/2 | Jan. 4 | 89 1/2 | Jan. 4 | 89 1/2 | Pacific Telephone & Telegraph pf. | 32,000,000 | Oct. 15, '14 | 1 1/2 | Q | 89 1/2 | 89 1/2 | 89 1/2 | — .. | 10 | | |
| 115 1/2 | 102 1/2 | 106 1/2 | Jan. 4 | 104 1/2 | Jan. 4 | 104 1/2 | Pennsylvania Railroad† | 499,265,700 | Nov. 30, '14 | 1 1/2 | Q | 104 1/2 | 104 1/2 | 104 1/2 | + 1/2 | 12,250 | | |
| 125 | 106 | 118 | Jan. 8 | 117 1/2 | Jan. 5 | 117 1/2 | People's Gas, Chicago | 35,000,000 | Nov. 25, '14 | 2 | Q | 118 | 117 1/2 | 118 | + 2 | 370 | | |
| 10 | 5 | 4 | Jan. 5 | 4 | Jan. 5 | 4 | Peoria & Eastern | 10,000,000 | ..... | .. | .. | 4 | 4 | 4 | — 1 | 200 | | |
| 91 | 64 1/2 | 70 | Jan. 4 | 70 | Jan. 4 | 70 | Pitts., Cln., Chi. & St. Louis | 37,174,600 | Apr. 25, '14 | 1 1/2 | .. | 70 | 70 | 70 | — .. | 100 | | |
| 23 1/2 | 15 | 17 1/2 | Jan. 8 | 15 1/2 | Jan. 4 | 15 1/2 | Pittsburgh Coal Co. of N. J. | 31,929,500 | ..... | .. | .. | 17 1/2 | 15 1/2 | 16 1/2 | + 1 1/2 | 2,200 | | |
| 93 1/2 | 79 | 83 1/2 | Jan. 7 | 81 1/2 | Jan. 4 | 81 1/2 | Pittsburgh Coal Co. of N. J. pf. | 27,071,800 | Oct. 26, '14 | 1 1/2 | Q | 83 1/2 | 81 1/2 | 83 | + 3 | 700 | | |
| 46 | 26 1/2 | 36 1/2 | Jan. 9 | 33 1/2 | Jan. 7 | 33 1/2 | Pressed Steel Car Co. | 12,500,000 | Dec. 16, '14 | 3 | Q | 36 1/2 | 33 1/2 | 36 1/2 | + 2 1/2 | 3,490 | | |
| 104 1/2 | 96 1/2 | 100 | Jan. 9 | 100 | Jan. 9 | 100 | Pressed Steel Car pf. | 12,500,000 | Nov. 20, '14 | 1 1/2 | Q | 100 | 100 | 100 | — .. | 100 | | |
| 159 | 150 | 154 | Jan. 6 | 153 | Jan. 5 | 153 | Pullman Co. | 120,000,000 | Nov. 15, '14 | 2 | Q | 154 | 153 | 154 | + 3 | 800 | | |
| 27 1/2 | 7 1/2 | 1 1/2 | Jan. 8 | 1 | Jan. 4 | 1 | QUICKSILVER | 5,708,700 | ..... | .. | .. | 1 1/2 | 1 | 1 1/2 | + 1/2 | 600 | | |
| 4 | 1 1/2 | 2 | Jan. 9 | 1 1/2 | Jan. 5 | 1 1/2 | Quicksilver pf. | 4,291,300 | May 8, '01 | 1 1/2 | .. | 2 | 1 1/2 | 2 | + 1/2 | 700 | | |
| 34 1/2 | 19 1/2 | 24 | Jan. 8 | 22 1/2 | Jan. 7 | 22 1/2 | RAILWAY STEEL SPRING CO. | 13,500,000 | May 20, '13 | 2 | .. | 24 | 22 1/2 | 23 1/2 | + 1/2 | 600 | | |
| 101 | 88 | 88 | Jan. 8 | 88 | Jan. 8 | 88 | Railway Steel Spring Co. pf. | 13,500,000 | Dec. 21, '14 | 1 1/2 | Q | 88 | 88 | 88 | — .. | 110 | | |
| 22 1/2 | 15 | 16 1/2 | Jan. 5 | 15 1/2 | Jan. 2 | 15 1/2 | Ray Consolidated Copper†† | 14,549,290</ | | | | | | | | | | |

Stock Exchange Bond Trading

Week Ended January 9

| | High. | Low. | Last. | Sales. | | High. | Low. | Last. | Sales. | | High. | Low. | Last. | Sales. |
|--------------------------------------|---------|---------|---------|---------|--|---|---------|---------|---------|---------|-------|------|-------|--------|
| A DAMS EXPRESS 4s.... | 71 1/2 | 70 1/2 | 70 1/2 | 8 | | Int. Navigation 5s..... | 57 | 57 | 57 | 1 | | | | |
| Allegheny Valley 4s.... | 94 | 94 | 94 | 2 | | Int. Paper cv. 5s..... | 82 | 82 | 82 | 4 | | | | |
| Am. Ag. Chemical 5s.... | 100 | 99 1/2 | 100 | 2 | | Iowa Central ref. 4s.... | 37 | 37 | 37 | 1 | | | | |
| Am. Hide & Leather 6s.... | 101 | 100 1/2 | 101 | 15 | | K. C., FT. S. & MEM. 6s.... | 107 1/4 | 107 | 107 | 5 | | | | |
| Am. Ice Securities 6s.... | 80 | 80 | 80 | 1 | | Kansas City South'n. 5s.... | 90 | 90 | 90 | 1 | | | | |
| Am. T. & T. cv. 4 1/2s.... | 98 | 96 | 97 | 749 1/2 | | L ACK STEEL 5s, 1915.... | 99 1/4 | 99 | 99 1/4 | 5 | | | | |
| Am. T. & T. col. 4s.... | 87 1/2 | 87 | 87 1/2 | 17 | | Laclede Gas 1st 5s.... | 100 1/2 | 100 1/2 | 100 1/2 | 12 | | | | |
| Am. Tobacco 4s.... | 97 1/2 | 97 1/2 | 97 1/2 | 5 | | Laclede Gas ref. 5s.... | 97 1/2 | 97 | 97 1/2 | 7 | | | | |
| Am. Tobacco 6s.... | 120 1/2 | 120 1/2 | 120 1/2 | 9 | | Lake Shore 4s, 1928.... | 91 | 90 1/2 | 91 | 16 | | | | |
| Ann Arbor 4s.... | 64 | 64 | 64 | 1 | | Lake Shore 4s, 1928, reg.... | 91 | 91 | 91 | 10 | | | | |
| Armour 4 1/2s.... | 91 1/4 | 90 1/4 | 91 1/4 | 38 | | Lake Shore 4s, 1931.... | 90 1/2 | 90 | 90 | 16 | | | | |
| A., T. & S. F. gen. 4s.... | 92 1/2 | 91 1/2 | 92 1/2 | 122 1/2 | | Lehigh Val. Term. 5s.... | 105 1/2 | 105 1/2 | 105 1/2 | 1 | | | | |
| A., T. & S. F. adj. 4s.... | 81 1/2 | 81 1/2 | 81 1/2 | 9 | | Liggett & Myers 7s.... | 122 1/2 | 122 1/2 | 122 1/2 | 11 | | | | |
| A., T. & S. F. adj. 4s, sta.... | 82 1/2 | 81 1/2 | 82 1/2 | 6 1/2 | | Liggett & Myers 5s.... | 100 1/2 | 100 | 100 1/2 | 55 | | | | |
| A., T. & S. F. cv. 4s, 1955.... | 93 1/4 | 93 1/4 | 93 1/4 | 25 | | Liggett & Myers 5s, reg.... | 100 1/2 | 100 1/2 | 100 1/2 | 1/2 | | | | |
| A., T. & S. F. cv. 4s, 1960.... | 94 | 93 1/2 | 93 1/2 | 200 | | Lorillard 7s.... | 122 1/2 | 122 1/2 | 122 1/2 | 1 | | | | |
| A., T. & S. F. 5s.... | 100 1/2 | 100 1/2 | 100 1/2 | 4 | | Lorillard 5s.... | 100 | 100 | 100 | 15 | | | | |
| A., T. & S. F. E. O. K. 4s.... | 92 | 92 | 92 | 9 | | Lorillard 5s, reg.... | 100 1/2 | 100 1/2 | 100 1/2 | 1 | | | | |
| Atl. C. Line, L. & N. col. 4s.... | 86 | 86 | 86 | 18 | | L. & N., S. & N. Ala. 5s, '63 | 99 1/2 | 99 1/2 | 99 1/2 | 29 | | | | |
| Atlanta & Birm. 4s.... | 81 | 81 | 81 | 3 | | Louis. & Nash. unified 4s.... | 92 | 91 1/2 | 92 | 81 | | | | |
| B ALT. & OHIO pr. lien 3 1/2s | 89 1/2 | 89 1/4 | 89 1/4 | 14 1/2 | | L. & N., A. K. & Cin. 4s.... | 85 1/2 | 85 1/2 | 85 1/2 | 3 | | | | |
| Balt. & Ohio gold 4s.... | 89 1/2 | 89 1/2 | 89 1/2 | 32 | | L. & N., N. O. & M. 1st 6s.... | 113 1/2 | 113 1/2 | 113 1/2 | 3 | | | | |
| Balt. & Ohio cv. 4 1/2s.... | 84 1/2 | 83 1/2 | 83 1/2 | 88 | | L. & N., S. L. Div. 6s.... | 106 1/4 | 106 1/4 | 106 1/4 | 3 | | | | |
| B. & O. S. Southwest 3 1/2s.... | 88 1/2 | 87 1/2 | 88 1/2 | 20 | | M AN. CON. 4s, tax ex.... | 88 1/2 | 88 1/2 | 88 1/2 | 10 | | | | |
| B. & O., L. E. & W. 4s.... | 78 1/2 | 78 1/2 | 78 1/2 | 1 | | Mex. Petrol. 6s, Ser. C.... | 96 | 96 | 96 | 1 | | | | |
| Bethlehem Steel ext. 5s.... | 99 1/2 | 98 1/2 | 99 1/2 | 67 | | Mich. State Tel. 5a.... | 98 | 98 | 98 | 1 | | | | |
| Bethlehem Steel ref. 5s.... | 87 1/2 | 85 1/2 | 87 1/2 | 230 1/2 | | Milwaukee Gas 4s.... | 90 1/2 | 90 1/2 | 90 1/2 | 2 | | | | |
| Brooklyn R. T. gold 5s.... | 101 1/2 | 101 1/2 | 101 1/2 | 14 | | Minn. & St. L. con. 5s.... | 89 | 89 | 89 | 10 | | | | |
| Brooklyn R. T. 5s, 1918.... | 99 1/2 | 98 1/2 | 99 1/2 | 81 | | Minn. & St. L. ref. 4s.... | 40 1/2 | 40 | 40 1/2 | 3 | | | | |
| Brooklyn Union Elev. 5s.... | 100 | 100 | 100 | 11 | | M. St. P. & S. S. M. con. 4s.... | 92 | 90 | 91 | 8 | | | | |
| Brooklyn Un. El. 5s, sta.... | 99 1/2 | 99 1/2 | 99 1/2 | 1 | | Mo. Kan. & Tex. 1st 4s.... | 77 | 77 | 77 | 1 | | | | |
| Brooklyn Union Gas 5s.... | 103 | 103 | 103 | 1 | | Mo. Kan. & Texas ref. 4s.... | 49 1/2 | 49 1/2 | 49 1/2 | 5 | | | | |
| Buff. N. Y. & E. 1st 7s.... | 102 1/2 | 102 1/2 | 102 1/2 | 2 | | Mo. Pacific 5s, 1917.... | 90 | 90 | 90 | 5 | | | | |
| Buff. Roch. & P. con. 4 1/2s.... | 100 | 100 | 100 | 1 | | Mo. Pacific 4s.... | 42 1/2 | 41 | 41 1/2 | 34 | | | | |
| Bush Terminal 5s.... | 87 | 87 | 87 | 1 | | Mo. Pacific cv. 5s.... | 39 1/2 | 38 1/2 | 39 1/2 | 19 | | | | |
| C AL. GAS & EL. 5s.... | 92 1/2 | 91 | 91 1/4 | 8 | | Morris & Essex con. 7s.... | 101 | 101 | 101 | 4 | | | | |
| Can. Co. con. 5s, Ser. A.... | 101 1/2 | 101 1/2 | 101 1/2 | 1 | | Mutual Fuel Gas 5s.... | 100 | 100 | 100 | 1 | | | | |
| Central Leather 5s.... | 97 1/2 | 97 | 97 | 107 | | N AT. TUBE 5s.... | 98 | 98 | 98 | 13 | | | | |
| Central of N. J. 5s.... | 113 | 112 1/2 | 113 | 30 | | N. O. M. & C. 5s.... | 35 | 35 | 35 | 12 | | | | |
| Central of N. J. 5s, reg.... | 112 1/2 | 112 | 112 1/2 | 4 | | N. Y. Am. Brake 6s.... | 94 | 94 | 94 | 5 | | | | |
| Central Pacific 1st 4s.... | 87 1/2 | 86 1/2 | 87 1/2 | 146 1/2 | | N. Y. Central deb. 4s, '34.... | 88 | 86 | 86 | 15 | | | | |
| Central Pacific 3 1/2s.... | 87 1/2 | 87 1/2 | 87 1/2 | 16 | | N. Y. Central gen. 3 1/2s.... | 80 | 79 1/2 | 80 | 11 | | | | |
| Ches. & Ohio con. 5s.... | 102 1/2 | 102 1/2 | 102 1/2 | 1 | | N. Y. Central gen. 3 1/2s, reg.... | 78 1/2 | 78 1/2 | 78 1/2 | 3 | | | | |
| Ches. & Ohio gen. 4 1/2s.... | 88 1/2 | 88 1/2 | 88 1/2 | 9 | | N. Y. Cent. M. C. col. 3 1/2s.... | 70 | 70 | 70 | 2 | | | | |
| Ches. & Ohio cv. 4 1/2s.... | 72 | 70 | 71 1/2 | 35 | | N. Y. Chl. & St. L. 1st 4s.... | 93 | 93 | 93 | 5 | | | | |
| Chicago & Alton 3 1/2s.... | 39 | 39 | 39 | 15 | | N. Y. G. E. L. H. & P. 4s.... | 83 1/2 | 83 1/2 | 83 1/2 | 4 | | | | |
| Chicago & Alton 3s.... | 56 | 56 | 56 | 18 | | N. Y. G. E. L. H. & P. 5s, 101 1/2.... | 101 1/2 | 101 1/2 | 101 1/2 | 15 | | | | |
| Chi. Bur. & Q. joint 4s.... | 96 | 94 1/2 | 96 | 413 | | N. Y. H. & H. & C. 6s, '68.... | 105 | 104 | 105 | 52 | | | | |
| C. B. & Q. 4s, reg.... | 95 1/2 | 94 1/2 | 95 1/2 | 15 | | N. Y. H. & H. & C. cv. 3 1/2s.... | 64 | 64 | 64 | 2 | | | | |
| C. B. & Q. Ill. Div. 3 1/2s.... | 81 1/2 | 81 1/2 | 81 1/2 | 6 | | N. Y. Ont. & W. ref. 4s.... | 80 | 80 | 80 | 1 | | | | |
| C. B. & Q. Ill. Div. 4s.... | 93 1/2 | 93 1/2 | 93 1/2 | 7 | | N. Y. Railways ref. 4s.... | 72 | 71 1/2 | 72 | 47 | | | | |
| C. B. & Q. gen. 4s.... | 89 | 89 | 89 | 58 | | N. Y. Railways adj. 5s.... | 54 1/2 | 51 1/2 | 53 1/2 | 376 | | | | |
| C. B. & Q. Neb. Ext. 4s.... | 95 1/2 | 95 1/2 | 95 1/2 | 2 | | N. Y. Telephone 4 1/2s.... | 95 | 94 1/2 | 95 | 14 | | | | |
| C. B. & E. Ill. gen. 5s.... | 75 | 75 | 75 | 3 | | N. Y. West. & Boston 4 1/2s, 68 1/2.... | 68 | 68 1/2 | 68 | 10 | | | | |
| Chicago & Erie 1st 5s.... | 103 | 103 | 103 | 2 | | Norfolk & Western con. 4s.... | 92 1/2 | 92 | 92 1/2 | 32 | | | | |
| Chicago Gt. Western 4s.... | 68 1/2 | 68 1/2 | 68 1/2 | 6 | | Norfolk & Western cv. 4 1/2s, 102.... | 101 1/2 | 102 | 102 | 11 | | | | |
| C. M. & St. P. ref. 4 1/2s.... | 58 1/2 | 58 1/2 | 58 1/2 | 3 | | Northern Pacific 4s.... | 90 1/2 | 89 1/2 | 89 1/2 | 135 1/2 | | | | |
| C. M. & St. P. cv. 4 1/2s.... | 96 | 96 | 96 | 297 | | Northern Pacific 4s, reg.... | 88 1/2 | 88 1/2 | 88 1/2 | 20 | | | | |
| C. M. & St. P. g. 3 1/2s, Ser. A.... | 89 1/2 | 88 | 88 | 7 | | Northern Pacific 3s.... | 63 | 62 1/2 | 63 | 31 1/2 | | | | |
| C. M. & St. P. g. 3 1/2s, Ser. B.... | 80 1/2 | 80 1/2 | 80 1/2 | 1 | | O NTARIO POWER s. f. 5s | 94 1/2 | 94 1/2 | 94 1/2 | 1 | | | | |
| C. M. & St. P. gen. 4 1/2s.... | 100 | 99 1/2 | 100 | 51 | | Ontario Transmission 5s.... | 90 | 90 | 90 | 1 | | | | |
| C. M. & St. P. W. & 5s, 101 1/2s.... | 101 | 101 | 101 | 1 | | Oregon & Cal. 1st 5s.... | 100 1/2 | 100 1/2 | 100 1/2 | 1 | | | | |
| C. M. & St. P. & W. 5s, 102 1/2s.... | 101 1/2 | 102 1/2 | 102 1/2 | 1 | | | | | | | | | | |

Transactions on Other Markets

Week Ended, January 9

Baltimore

| Sales. | Open. | High. | Low. | Last. | Chg.e. | Net. |
|--|-------------------|-------------------|-------------------|-------------------|-----------------|---------------|
| 25.. Baltimore Elec. pf. | 44 | 44 | 44 | 44 | .. | |
| 84.. Bank Commerce.. | 33 | 33 | 33 | 33 | .. | |
| 8.. Citizens' Bank.. | 43 | 43 | 43 | 43 | .. | |
| 25.. Con. Coal..... | 92 | 92 | 92 | 92 | .. | |
| 312.. Con. Power..... | 102 $\frac{1}{2}$ | 102 $\frac{1}{2}$ | 102 $\frac{1}{2}$ | 102 $\frac{1}{2}$ | .. | |
| 8.. Con. Power pf.. | 106 $\frac{1}{2}$ | 106 $\frac{1}{2}$ | 106 $\frac{1}{2}$ | 106 $\frac{1}{2}$ | + | $\frac{1}{2}$ |
| 38.. Farm. & Mer. Bk. | 45 | 45 | 45 | 45 | .. | |
| 88.. Fidelity & Depos. | 137 | 137 | 138 | 138 | + | $\frac{1}{2}$ |
| 245.. Houston Oil.. | 10% | 11 | 10% | 11 | + | $\frac{1}{2}$ |
| 120.. Houston Oil pf.. | 54 | 54 | 54 | 54 | -1 | |
| 70.. Md. Casualty.... | 83 $\frac{1}{2}$ | 83 $\frac{1}{2}$ | 83 $\frac{1}{2}$ | 83 $\frac{1}{2}$ | .. | |
| 45.. Marine Bank.... | 40 | 40 | 40 | 40 | .. | |
| 155.. Merch. & Mech. Bk. | 30 | 30 | 30 | 30 | .. | |
| 166.. Mercantile Trust. | 170 | 170 | 170 | 170 | .. | |
| 5.. Nat. Exch. Bank. | 160 | 160 | 160 | 160 | .. | |
| 10.. N. Am. Casualty.. | 50 | 50 | 50 | 50 | .. | |
| 146.. Nor. Central.... | 83 $\frac{1}{2}$ | 83 $\frac{1}{2}$ | 83 $\frac{1}{2}$ | 83 $\frac{1}{2}$ | - $\frac{1}{2}$ | |
| 2,147.. Un. Rys. & El.. | 25 | 25 | 25 | 25 | .. | |
| 16.. Union Bank.... | 135 | 135 | 135 | 135 | .. | |
| 100.. Union Trust.... | 65 | 65 | 65 | 65 | .. | |
| 2.. U. S. Fd. & Gt.. | 180 | 180 | 180 | 180 | .. | |
| 663.. Way. Oil & Gas.. | 4 | 4 | 4 | 4 | + | $\frac{1}{2}$ |
| 4,230 | | | | | | |
| BONDS. | | | | | | |
| \$1,600.. A. C. St. Ry. 5s.. | 103 | 103 | 103 | 103 | .. | |
| 700.. Atl. C. L. ev. 4s.. | 82 | 82 | 82 | 82 | -1 | |
| 2,000.. A. B. & G. 6s.... | 100% | 100% | 100% | 100% | .. | |
| 2,000.. B. S. P. & C. 4 $\frac{1}{2}$ s. | 95 $\frac{1}{2}$ | 95 $\frac{1}{2}$ | 95 $\frac{1}{2}$ | 95 $\frac{1}{2}$ | .. | |
| 2,000.. Balt. El. 5s. sta.. | 96% | 96% | 96% | 96% | + | $\frac{1}{2}$ |
| 400.. City of B. 3 $\frac{1}{2}$ s. | 85 $\frac{1}{2}$ | 85 $\frac{1}{2}$ | 85 $\frac{1}{2}$ | 85 $\frac{1}{2}$ | .. | |
| 500.. City of B. 3 $\frac{1}{2}$ s. | 85 $\frac{1}{2}$ | 85 $\frac{1}{2}$ | 85 $\frac{1}{2}$ | 85 $\frac{1}{2}$ | .. | |
| 6,200.. City of B. 3 $\frac{1}{2}$ s. | 89 $\frac{1}{2}$ | 89 $\frac{1}{2}$ | 89 $\frac{1}{2}$ | 89 $\frac{1}{2}$ | .. | |
| 2,400.. City of B. 3 $\frac{1}{2}$ s. | 87 | 87 | 87 | 87 | .. | |
| 11,000.. C. & B. Balt. 5s.. | 101 $\frac{1}{2}$ | 101 $\frac{1}{2}$ | 101 $\frac{1}{2}$ | 101 $\frac{1}{2}$ | .. | |
| 1,400.. City of B. 4s.. | 100% | 100% | 100% | 100% | .. | |
| 8,800.. City of Balt. 4s.. | 94 $\frac{1}{2}$ | 94 $\frac{1}{2}$ | 94 $\frac{1}{2}$ | 94 $\frac{1}{2}$ | .. | |
| '61.. B. L. | 94 $\frac{1}{2}$ | 94 $\frac{1}{2}$ | 94 $\frac{1}{2}$ | 94 $\frac{1}{2}$ | .. | |
| 2,000.. City of B. 4s.. | 94 $\frac{1}{2}$ | 94 $\frac{1}{2}$ | 94 $\frac{1}{2}$ | 94 $\frac{1}{2}$ | .. | |
| 100.. City of Balt. 4s.. | 96 | 96 | 96 | 96 | .. | |
| '20.. H. R. | 96 | 96 | 96 | 96 | .. | |
| 200.. City of B. 4s.. | 96 | 96 | 96 | 96 | .. | |
| 100.. City of B. 4s.. | 96 | 96 | 96 | 96 | .. | |
| 1,000.. City of Balt. 4s.. | 96 | 96 | 96 | 96 | .. | |
| '58.. W. L. | 94 $\frac{1}{2}$ | 94 $\frac{1}{2}$ | 94 $\frac{1}{2}$ | 94 $\frac{1}{2}$ | .. | |
| 1,000.. C. & S. Wash. 5s.. | 100 | 100 | 100 | 100 | .. | |
| 7,000.. Chi. Rys. 1st 5s.. | 96 | 96 | 96 | 96 | .. | |
| 1,000.. Cleve. El. Ill. 5s.. | 100 | 100 | 100 | 100 | .. | |
| 12,000.. Consol. Coal 6s.. | 100 | 98% | 98% | 98% | + | $\frac{1}{2}$ |
| 9,000.. Con. Coal ref. 4 $\frac{1}{2}$ s. | 90 | 90 | 90 | 90 | .. | |
| 5,000.. Con. Coal ref. 5s.. | 86 $\frac{1}{2}$ | 86 $\frac{1}{2}$ | 86 $\frac{1}{2}$ | 86 $\frac{1}{2}$ | .. | |
| 21,000.. Consol. Gas 5s.. | 104 | 103 $\frac{1}{2}$ | 104 | 103 $\frac{1}{2}$ | .. | |
| 11,000.. Consol. Gas 4 $\frac{1}{2}$ s.. | 93 $\frac{1}{2}$ | 93 $\frac{1}{2}$ | 93 $\frac{1}{2}$ | 93 $\frac{1}{2}$ | .. | |
| 20,000.. Con. Power 4 $\frac{1}{2}$ s.. | 87 | 87 | 87 | 87 | + | $\frac{1}{2}$ |
| 3,000.. Danville Trac. 5s.. | 92 | 92 | 92 | 92 | .. | |
| 2,000.. Davis Chem. 6s.. | 98 | 98 | 98 | 98 | .. | |
| 1,000.. Detroit United 4 $\frac{1}{2}$ s.. | 65 $\frac{1}{2}$ | 65 $\frac{1}{2}$ | 65 $\frac{1}{2}$ | 65 $\frac{1}{2}$ | .. | |
| 16,000.. Elkhorn Fuel 5s.. | 93 | 93 | 93 | 93 | .. | |
| 3,000.. Fairm. & C. T. 5s.. | 98 | 98 | 98 | 98 | .. | |
| 2,000.. Florida So. 4s.. | 84 $\frac{1}{2}$ | 84 $\frac{1}{2}$ | 84 $\frac{1}{2}$ | 84 $\frac{1}{2}$ | .. | |
| 3,000.. Ga. & Ala. 5s.... | 100% | 100% | 100% | 100% | .. | |
| 12,000.. Ga. Car. & N. 5s.. | 101 $\frac{1}{2}$ | 101 | 101 $\frac{1}{2}$ | 101 $\frac{1}{2}$ | .. | |
| 15,200.. G. B. & S. Br. 4s.. | 22 $\frac{1}{2}$ | 22 $\frac{1}{2}$ | 22 $\frac{1}{2}$ | 22 $\frac{1}{2}$ | .. | |
| 1,000.. Ga. Pac. 6s.... | 106 $\frac{1}{2}$ | 106 $\frac{1}{2}$ | 106 $\frac{1}{2}$ | 106 $\frac{1}{2}$ | .. | |
| 1,000.. Maryland El. 5s.. | 98 $\frac{1}{2}$ | 98 $\frac{1}{2}$ | 98 $\frac{1}{2}$ | 98 $\frac{1}{2}$ | .. | |
| 5,000.. M. & St. P. Jt. 5s.. | 100 $\frac{1}{2}$ | 100 $\frac{1}{2}$ | 101 | 100 $\frac{1}{2}$ | .. | |
| 2,000.. Norf. Ry. 5s.. | 20.. | 100 $\frac{1}{2}$ | 100 $\frac{1}{2}$ | 100 $\frac{1}{2}$ | .. | |
| 500.. Nor. Ry. 5s.. | 22.. | 100 $\frac{1}{2}$ | 100 $\frac{1}{2}$ | 100 $\frac{1}{2}$ | .. | |
| 2,000.. Nor. Ry. & L. 5s.. | 96 | 96 | 96 | 96 | .. | |
| 2,000.. Pa. W. & P. 5s.. | 88 | 88 | 88 | 88 | + | $\frac{1}{2}$ |
| 1,000.. Portl'd Ry. ref. 5s.. | 90 | 90 | 90 | 90 | .. | |
| 2,000.. Seab. A. L. R. 5s.. | 102 | 102 | 102 | 102 | .. | |
| 14,000.. U. R. & E. 1st 4s.. | 82 | 82 | 82 | 82 | .. | |
| 14,000.. U. R. & E. Inc. 4s.. | 61 $\frac{1}{2}$ | 60% | 61 $\frac{1}{2}$ | 61 $\frac{1}{2}$ | - $\frac{1}{2}$ | |
| 5,000.. U. R. & E. Inc. 5s.. | 86 | 85 $\frac{1}{2}$ | 85 $\frac{1}{2}$ | 85 $\frac{1}{2}$ | .. | |
| 2,300.. U. R. & E. fd. 5s.. | 86 | 86 | 86 | 86 | - $\frac{1}{2}$ | |
| 600.. U. R. & E. notes.. | 90 $\frac{1}{2}$ | 90 $\frac{1}{2}$ | 90 $\frac{1}{2}$ | 90 $\frac{1}{2}$ | .. | |
| 5,000.. Wil. & Weldon 4s.. | 93 $\frac{1}{2}$ | 93 $\frac{1}{2}$ | 93 $\frac{1}{2}$ | 93 $\frac{1}{2}$ | .. | |
| 19,000.. W. Ry. & E. cons. 81 $\frac{1}{2}$ s. | 81 $\frac{1}{2}$ | 81 $\frac{1}{2}$ | 81 $\frac{1}{2}$ | 81 $\frac{1}{2}$ | + | $\frac{1}{2}$ |
| 5,000.. West. Md. 4s.... | 56 | 56 | 56 | 56 | .. | |

\$277,000

Boston

MINING

| Sales. | Open. | High. | Low. | Last. | Chg.e. | Net. |
|---------------------------------|------------------|------------------|------------------|------------------|-----------------|---------------|
| 125.. Adventure | 1% | 1% | 1 | 1% | .. | |
| 90.. Ahmeek | 250 | 250 | 245 | 245 | -5 | |
| 15,451.. Alaska Gold | 26% | 27% | 26% | 26% | + | $\frac{1}{2}$ |
| 22,024.. Alaska Gold, rts. | 15 | 15 | 15 | 15 | .. | |
| 70.. Allouez | 35 $\frac{1}{2}$ | 36 | 35 $\frac{1}{2}$ | 36 | + | $\frac{1}{2}$ |
| 1,887.. Amalgamated | 52 $\frac{1}{2}$ | 53 | 52 $\frac{1}{2}$ | 54 | + | $\frac{1}{2}$ |
| 5,050.. American Zinc | 18 $\frac{1}{2}$ | 18 $\frac{1}{2}$ | 18 $\frac{1}{2}$ | 18 $\frac{1}{2}$ | .. | |
| 2.. Anaconda Copper | 25 | 25 | 25 | 25 | - $\frac{1}{2}$ | |
| 2,070.. Arizona Com'l | 3% | 4% | 3% | 4 $\frac{1}{2}$ | + | $\frac{1}{2}$ |
| 300.. Bonanza | 35 | 35 | 35 | 35 | .. | |
| 45.. Butte & Boston | 2% | 2% | 2% | 2% | + | $\frac{1}{2}$ |
| 22,334.. Butte & Superior | 39 $\frac{1}{2}$ | 39 $\frac{1}{2}$ | 39 $\frac{1}{2}$ | 39 $\frac{1}{2}$ | + | $\frac{1}{2}$ |
| 1,204.. Calumet & Ariz. | 55 | 54 | 54 | 54 | - $\frac{1}{2}$ | |
| 42.. Calumet & Hecla | 330 | 330 | 330 | 330 | -20 | |
| 1,300.. Chino | 34 $\frac{1}{2}$ | 33 $\frac{1}{2}$ | 33 $\frac{1}{2}$ | 33 $\frac{1}{2}$ | + | $\frac{1}{2}$ |
| 909.. Copper Range | 32 | 32 | 30 $\frac{1}{2}$ | 30 $\frac{1}{2}$ | - $\frac{1}{2}$ | |
| 25.. Daly-West | 2 | 2 | 2 | 2 | - $\frac{1}{2}$ | |
| 1,401.. East Butte | 8 $\frac{1}{2}$ | 9 | 8 $\frac{1}{2}$ | 8 $\frac{1}{2}$ | - $\frac{1}{2}$ | |
| 100.. Franklin | 5 | 5 | 4 $\frac{1}{2}$ | 4 $\frac{1}{2}$ | - $\frac{1}{2}$ | |
| 580.. Granby | 60 | 60 $\frac{1}{2}$ | 60 $\frac{1}{2}$ | 60 $\frac{1}{2}$ | .. | |
| 411.. Greene-Cananca | 23 $\frac{1}{2}$ | 25 | 23 $\frac{1}{2}$ | 24 $\frac{1}{2}$ | - $\frac{1}{2}$ | |
| 179.. Hancock | 12 $\frac{1}{2}$ | 12 | 12 $\frac{1}{2}$ | 12 $\frac{1}{2}$ | + | $\frac{1}{2}$ |
| 109.. Helvetia | 27 | 27 | 27 | 27 | .. | |
| 110.. Inspiration | 18 | 18 | 18 | 18 | .. | |
| 317.. Isle Creek | 46 | 46 | 46 | 46 | .. | |
| 19.. Isle Creek pf.. | 87 | 87 | 85 $\frac{1}{2}$ | 87 | | |

Transactions on Other Markets

(Continued from Preceding Page.)

| Sales. | Net. |
|--|------|
| 500..City 4s, 1940.....100% 100% 100% 100% .. | |
| 1,000..City 4s, 1941.....100% 100% 100% 100% .. | |
| 3,000..City 4s, 1942.....100% 100% 100% 100% .. | |
| 3,000..City 4s, 1938, reg.100% 100% 100% 100% .. | |
| 300..City 4s, '38, reg.s.100% 100% 100% 100% .. | |
| 5,000..City 4s, 1943, reg.101% 101% 101% 101% .. | |
| 2,000..Cons. Tr. N. J. 5s, 101% 101% 101% 101% .. | |
| 13,000..El. & P. 4s, ctsfs. 78 78 77% 77% .. | |
| 3,000..El. & P. 4s, ctsfs, sm'l 80% 81% 80% 81% .. | |
| 500..Gen. Asphalt 5s, 97% 97% 97% 97% .. | |
| 1,000..Interst. Rys. 4s.. 57% 57% 57% 57% .. | |
| 2,000..Keystone Tel. 5s, 91% 91% 91% 91% .. | |
| 3,000..L. V. cons. 4% 97 97 97 .. | |
| 1,000..Leh. V. gn. cn. 4s, 88 88 88 .. | |
| 10,000..L. V. gen. 4s, reg.100% 100% 100% 100% .. | |
| 2,000..Leh. Nav. Imp. 4s 97 97 97 .. | |
| 36,000..L. Nav. con. 4% 97% 97% 97% .. | |
| 6,000..L. V. Tr. 1st 5s, 102 102 102 .. | |
| 2,000..L. V. Tr. reg. 5s, 88 88 88 .. | |
| 1,000..L. Val. Coal 5s.. 103 103 103 .. | |
| 11,500..Penn. conv. 3% 99% 99% 99% .. | |
| 2,000..Penn. 4s, 1948.....98 98 98 .. | |
| 1,000..Penn. 4% 100% 100% 100% .. | |
| 9,000..Phila. Elec. 4s.. 78 78 77% 78 .. | |

Sales.

Utilities

Should Franchises Be Valued in Making Rates?

Grounds Upon Which a New Jersey Court Recently Answered That Question in the Affirmative—May Result in New Laws

THE question of whether or not the value of a franchise of a public utility should be taken into consideration in fixing rate-making value is receiving wide attention in various parts of the country at the present time, and therefore a recent decision on the point by a New Jersey Court is of interest. The New Jersey Board of Public Utility Commissioners had fixed a rate of 90 cents per thousand for gas in what is known as the Passaic Division, served by the Public Service Gas Company. In fixing the rate, the board adopted the income rate of 8 per cent. as being fair under all the circumstances, and after a lengthy hearing fixed the total valuation of the property upon which to compute the income. When the matter was taken to the Supreme Court, the commission's findings in both respects were sustained, but on appeal to the Court of Errors and Appeals that affirmation was challenged and, in part, set aside.

Of the fairness of an income rate of 8 per cent. the decision of the latter court says:

With respect to the 8 per cent. rate, it is proper to say that the attack made thereon in the Supreme Court appears to have been rather formal than substantial—at least it was so regarded by that court—and no very special stress was laid upon it here. At the same time we have given it due consideration and it is sufficient to say that upon an examination of the case we conclude that there was sufficient to support the finding below that 8 per cent. upon the true value of the properties is a fair and lawful rate of income to be taken into consideration with the expenses and other out-go in determining what price should be charged to the consumers for gas.

THE TWO ELEMENTS IN VALUATION

A matter of more serious contention was the basis of valuing the property for the application of the 8 per cent. rate. The commission took the position that this value was composed of the two elements of physical valuation and going value and that all the various factors of value could be classified under one or the other of these two heads. A separate valuation was fixed for each of them, and its findings were attacked in both respects. As to the element of physical valuation, the Court of Errors and Appeals found that ample evidence had been presented before the Supreme Court to sustain its findings and therefore the decision of the latter was upheld in that respect. Counsel contended on this point that the result reached by the commission was what is termed a "quotient" verdict, in that the board adopted neither the higher nor the lower valuation placed upon the property by experts, but took a figure between the two. Of this the court said:

There is absolutely nothing to indicate any improper procedure by members of the board in reaching this result; they were manifestly entitled, upon the evidence before them, to conclude that the valuation stated by one set of experts was too high, and that stated by the other set was too low, and to ascertain upon all the testimony what, in their best judgment, was the true valuation. As was said by the Supreme Court, "Their method was not an exact one, but perhaps the result was as good as could be expected from the variance in the testimony." Findings of this character by juries are so common that it is difficult to believe the quotient verdict theory is seriously pressed. We conclude, then, that there was no error in the action of the Supreme Court in affirming the finding of the Commissioners upon the valuation of the physical property. There seems to have been an allowance of \$250,000 made by the board for what it calls "working capital" which should be added to the above, and with respect to which we do not understand that any particular disagreement exists.

INTANGIBLE PROPERTY

The remaining element of value, including preliminary outlay, such as engineering and legal expenses, canvassing, costs of incorporation, cost of securing franchises, financing, bankers' commissions, deficit in operation in earlier years, and inadequate early return upon the investment, "the entire value of all franchises, primary or secondary, possessed or exercised by the company in the Passaic Division," and, in fact, everything aside from the tangible property and associated plant assets, was termed by the commission the "total value of all the intangible property of the company" and

estimated at 30 per cent. of the valuation assigned by them to the structural plant, and nothing was allowed for good will. Of its findings as to the total amount of this second element of value, the commission said that it was tantamount to including the franchises of the company at a moderate rating, at a value comparable to the cost of obtaining these or similar franchises, and it amounted therefore to a practical denial of the company's contentions as to the value of the franchises. The commission stated further that it is the public policy of the State not to allow the capitalization of franchises for an amount in excess of the actual cost involved in obtaining them.

VAGUE METHODS

The court said that it found difficulty in ascertaining from the commission's report the method adopted by the Commissioners for the valuation of the franchises:

In one place they announce that such value is included in the 30 per cent. estimate of all the intangible property; in other places they say there is no evidence before them to show that these franchises should be valued at any more than the cost of obtaining them; in their general summary of valuation the franchises are listed as an item and no value assigned thereto, and the next item consists of patent rights, which the commission expressly declares to have no value whatever; and yet the commission conceded that special franchises are property; that when tangible property is operated under franchise rights, the instrument of public service is worth more than the material and labor involved in its construction; that taxation is imposed in respect of special charters as "property" in this and other States; and that neither franchises nor any other property can be taken for public use without just compensation. These are extracts from the report in its exact language. In dealing with this question the Supreme Court seems to have gone a step further, for it held that "logically no allowance should be made for the value of the special franchises in a case where it is not legally exclusive, and where the State still retains the right to fix rates."

The Court of Errors and Appeals, however, did not concur in this. Says the opinion:

Without adopting in its entirety the rule laid down in our railroad tax cases, that the total valuation of the property and franchises should be gauged by the market value of the outstanding corporate securities plus floating debt, and that therefore the value of the franchises would be indicated by the difference between this total and the sum of the value of the physical plant plus development cost; and conceding that in most cases of public utilities the privilege of utilizing the public domain is not exclusive and is therefore subject to invasion by other similar utilities, and

conceding also that charters and local franchises are often granted by the State or the municipality without a cash or property consideration, the conviction still remains that such franchises have substantial value. We often hear of old charters bought up for use by new enterprises. The very charter of the appellant seems to be one of this class. It seems a fallacy to say that if and because a municipality confers upon a gas company or a street railway company the privilege of using the public streets without any consideration in cash or property passing from the company, the rights thereby conferred should have no value for rate-making purposes; for this disregards at least the meritorious consideration that the promoters of the company have invested their money and given their time and taken their business risks in view of the making of this very concession, and the value of the enterprise on which the owners are entitled to draw an income should not be limited to the mere cash that they have put into it, but should include something for the risk and responsibility that they have taken in organizing and developing it.

It is true, as the board remarks, that the Utilities act forbids the capitalization of franchises. This prohibition, however, refers to the inclusion of a franchise valuation in the par value of capital stock, but does not affect its market value. Just as the value of a bank stock may be, and often is, legitimately enhanced by public confidence in the Directors of a bank and the methods of its business management, so the market value of the securities of a public utility may be enhanced, in part at least, by the fact that it is operating under a municipal franchise costing little or nothing in cash outlay, subject, it may be, to duplication, but which the public has the right to suppose in a proper case will follow the general run of such franchises and be free from indiscriminate competition although not legally exclusive. Such a situation would be a legitimate element of market value and would be taxable, as reasonably and fairly enhancing the value of the property in the public mind. It would thus be capitalized, not by the utility itself, but by the public as a business matter, and against such capitalization there is no prohibition, legislative or otherwise.

THE DECISION

The Court cited a number of decisions in similar cases, sustaining its opinion, and decided:

When a public utility corporation is in the enjoyment of privileges to use streets and public places in this State for the purposes of its business, whether such privileges be conferred by the State alone, or partly by the State and partly by the municipality, and whether they be exclusive or subject to duplication, such privileges constitute a special franchise which is property, is subject to taxation, and has normally a substantial value; and in making a valuation of the property of such corporation for the purpose of establishing a basis for the regulation of rates to be paid to it by the public for its product or service, it is erroneous to assign no value, or a merely nominal value, to such franchise when a substantial value is

LATEST EARNINGS OF PUBLIC UTILITIES

November Gross and Net

November, Compared With Same Month in 1913.

| Gross. | Net. | Company. | Twelve Months Ended Nov. 30, Compared With Same Period a Year Before. | | | |
|--------------------|--------------------|-----------------------------------|---|------------------------|---------|---------|
| | | | Gross. | Change. | Amount. | Change. |
| \$64,570 — \$802 | \$34,277 — \$2,391 | Bangor Ry. & Electric..... | \$77,888 + \$10,113 | +\$401,696 — \$12,474 | ..... | ..... |
| 120,830 + 6,626 | 54,841 + 13,868 | Blackstone Val. Gas & E. Co. .... | ..... | ..... | ..... | ..... |
| 26,736 — 1,073 | 4,557 — 4,730 | Beaver Valley Traction..... | *237,472 + 2,996 | +\$71,458 — 9,329 | ..... | ..... |
| 377,523 + 3,439 | 195,986 + 12,345 | Cleveland Elec. Ill. | 4,249,869 + 278,576 | 2,008,440 + 81,674 | ..... | ..... |
| 100,183 + 1,693 | 39,117 + 9,335 | Cleve. Southwest & Col. | 1,158,383 + 8,512 | +\$463,838 + 10,541 | ..... | ..... |
| 84,896 — 12,136 | 29,511 — 8,089 | Chattanooga Ry. & Light. | 1,096,462 — 103,542 | 402,105 — 83,963 | ..... | ..... |
| 371,124 + 2,507 | 559,191 — 3,138 | Cities Service | 3,943,507 + 2,050,890 | 3,834,746 + 2,028,925 | ..... | ..... |
| 27,101 — 1,814 | 10,496 + 917 | Citizens Traction..... | 371,980 + 11,981 | 139,616 + 25,185 | ..... | ..... |
| 261,656 — 6,005 | 111,199 + 8,560 | Columbus Ry. Pow. & Lt. .... | ..... | ..... | ..... | ..... |
| 303,692 + 12,657 | 198,833 + 25,849 | Consumers Power, Mich. | 13,079,902 + 349,716 | +\$1,992,215 + 463,236 | ..... | ..... |
| 106,249 + 1,149 | 74,787 — 9,683 | Cumberland County P. & Lt. | 2,515,657 + 191,273 | 1,066,843 + 41,281 | ..... | ..... |
| 180,303 — 17,955 | 84,104 + 1,879 | Dallas Electric. | 2,226,381 + 62,558 | 910,092 + 12,808 | ..... | ..... |
| 89,465 + 10,257 | 39,883 + 4,156 | Dayton Power and Light. .... | ..... | ..... | ..... | ..... |
| 630,311 + 101,023 | 312,006 + 69,750 | Detroit Edison | 57,781,392 + 817,979 | 12,461,443 + 412,179 | ..... | ..... |
| 70,104 — 301 | 34,924 + 3,588 | Eastern Penn. Railways..... | 821,108 + 16,334 | 319,671 — 18,414 | ..... | ..... |
| 207,713 — 29,137 | 84,952 — 14,750 | East St. Louis & Suburban. | 2,648,458 — 42,985 | 908,150 — 120,056 | ..... | ..... |
| 91,712 + 10,951 | 49,528 + 9,316 | El Paso Electric. | 1,041,126 + 160,738 | 461,160 + 52,061 | ..... | ..... |
| 81,423 + 14,625 | 47,945 + 10,672 | Fort Worth Power & Light. | 891,321 + 242,351 | 481,555 + 102,840 | ..... | ..... |
| 195,389 — 16,223 | 92,269 + 2,784 | Galveston-Houston Electric. | 2,435,544 + 82,649 | 1,111,570 + 103,907 | ..... | ..... |
| 546,656 + 66,549 | 249,638 + 10,945 | Georgia Ry. & Power. | 57,762,391 + 745,417 | 12,719,756 + 269,539 | ..... | ..... |
| 98,208 — 3,179 | 29,374 + 5,006 | Grand Rapids Ry. | 1,283,116 — 3,350 | 445,980 — 43,195 | ..... | ..... |
| 42,606 + 54 | 17,656 + 838 | Houston Gas & Fuel. | 1,429,002 + 29,110 | +\$159,308 — 3,232 | ..... | ..... |
| 458,574 — 11,630 | 278,428 + 2,102 | Hudson & Manhattan. | 2,225,920 — 12,810 | 1,302,931 + 25,510 | ..... | ..... |
| 16,270 + 11,019 | 9,666 + 6,988 | Huntington Develop. & Gas. | 107,912 — 61,672 | ..... | ..... | ..... |
| 706,342 + 23,604 | 300,906 — 23,313 | Illinois Traction | 47,479,121 + 291,080 | +\$2,933,192 — 12,580 | ..... | ..... |
| 2,833,911 + 12,416 | 1,609,955 + 3,342 | Interborough Rapid Transit. | 113,270,340 + 306,617 | +\$7,231,358 + 320,382 | ..... | ..... |
| 103,618 + 883 | 42,785 + 1,473 | Kansas Gas & Electric. | 1,130,943 + 121,188 | 419,331 + 58,020 | ..... | ..... |
| 109,728 + 2,446 | 55,837 + 349 | Keystone Telephone. | 11,211,674 + 53,590 | +\$164,512 + 42,666 | ..... | ..... |
| 149,939* — 41,359 | 74,605 + 45,334 | Lehigh Valley Transit. | 1,841,033 + 76,036 | 935,798 + 52,731 | ..... | ..... |
| 49,437 — 2,357 | 12,184 — 4,775 | Lewiston, Aug. & W. St. Ry. | 677,239 + 4,776 | 210,989 — 38,610 | ..... | ..... |
| 244,690 — 16,253 | 105,946 — 2,954 | Louisville Railway | 12,906,653 + 44,239 | +\$1,247,673 + 3,004 | ..... | ..... |
| 959,800 + 78,147 | 727,549 + 89,463 | Mexican Light & Power. | 19,081,212 + 272,290 | 16,537,518 + 98,977 | ..... | ..... |
| 643,961 + 38,944 | 215,256 — 108,669 | Mexico Tramways. | 47,716,716 + 378,911 | +\$3,193,106 — 197,227 | ..... | ..... |
| 184,099 — 5,561 | 79,791 — 3,023 | Nashville Ry. & Light. | 2,240,922 + 42,529 | 888,063 + 3,669 | ..... | ..... |
| 24,628 + 5,004 | 12,841 + 1,959 | Nor. Illinois Lt. & Trac. | 1,245,109 + 43,539 | 113,458 + 26,343 | ..... | ..... |
| 286,732 + 21,636 | 100,723 + 19,628 | Nor. Ohio Trac. & Light. | 13,191,704 + 330,549 | +\$1,279,690 + 119,894 | ..... | ..... |
| 157,568 — 40,151 | 73,720 — 14,982 | Nor. Texas Electric. | 2,063,414 — 24,843 | 927,148 — 23,981 | ..... | ..... |
| 118,662 + 7,402 | 62,546 + 4,211 | Pacific Power & Light. | 1,393,532 + 76,567 | 708,405 + 84,948 | ..... | ..... |
| 69,448 — 3,468 | 37,318 + 1,651 | Penn. Central Lt. & Power. | 824,590 — 386,664 | ..... | ..... | ..... |
| 1,959,824 — 58,672 | 821,715 — 22,801 | Philadelphia Rapid Transit. | 19,870,600 + 227,415 | +\$4,174,533 — 36,308 | ..... | ..... |
| 950,674 — 21,413 | 283,469 + 8,358 | Pittsburgh Railways. | *8,103,051 + 12,336 | +\$2,336,670 — 77,322 | ..... | ..... |
| 100,890 — 6,490 | 58,106 — 3,695 | Portland Gas & Coke. | 1,288,081 + 18,795 | 664,212 + 22,303 | ..... | ..... |
| 76,066 + 953 | 23,825 — 820 | Portland Railroad. | 1,043,651 + 10,509 | 398,672 + 64,196 | ..... | ..... |
| 494,626 — 81,618 | 236,987 — 67,007 | Portland Ry., Lt. & Power. | 6,396,154 — 336,969 | 3,081,882 — 320,119 | ..... | ..... |
| 686,820 — 60,163 | 284,937 — 44,566 | Puget Sound Tr., Lt. & Pow. | 8,525,731 — 25,203 | 3,497,371 — 61,609 | ..... | ..... |
| 244,250 — 7,576 | 97,874 — 528 | Republic Ry. and Light. | 3,066,543 + 84,768 | 1,219,134 + 94,893 | ..... | ..... |
| 400,086 + 8,264 | 216,717 + 34,197 | Southern California Edison. | *4,359,317 + 28,374 | +\$2,245,059 + 92,261 | ..... | ..... |
| 258,381 + 25,718 | 126,828 + 25,190 | Southwestern Power and Lt. | 2,771,038 + 530,330 | 1,280,812 + 269,325 | ..... | ..... |
| 150,078 + 14,330 | 57,858 + 10,084 | Texas Power and Light. | 1,581,219 + 408,559 | 558,718 + 119,139 | ..... | ..... |
| 808,107 — 18,083 | 304,146 — 22,384 | Third Avenue. | 14,712,382 + 24,637 | +\$1,778,498 — 98,201 | ..... | ..... |
| 752,502 + 1,390 | 355,828 — 20,328 | Twin City Rapid Transit. | 18,499,228 + 414,193 | +\$4,106,051 + | | |

fairly reflected in the total market value of its securities.

As a result of this decision, the company asked that the case be reopened. This request was granted, and the Board of Public Utility Commissioners has announced that hearings will commence on Feb. 23, at Trenton.

Another result was shown last week in the announcement by State Senator Pierce of Union County that he would introduce at the coming session of the New Jersey Legislature three measures to modify the effects of the decision. He summarizes them as follows:

1. Amend the present franchise act by substituting the indeterminate franchise.

2. Pass a 90-cent gas law covering both the district involved in the decision and the larger district investigated, and for which the Board of Public Utility Commissioners recommended the same rate.

3. Adopt the Ohio and Wisconsin law, declaring in terms that the property value of a franchise shall not be considered in rate making.

He said that the second measure would only anticipate by six months the gas company's original offer of 90-cent gas by Jan. 1, 1916.

PUBLIC UTILITY NEWS

Chicago Railways

On account of existing financial conditions, and because of attacks on the company by the city administration, the Directors last week decided to defer dividends on the Series 1 and 2 certificates.

Columbus Railway, Light & Power

At a special meeting, stockholders of the Columbus Light, Heat & Power Company approved the proposition for a sale of all assets of the company to the Columbus Railway, Light & Power Company by an exchange of stocks. This action assures the consolidation under one corporation of all the electric light and power and street railway companies in Columbus, but it will require some time before the entire merger of properties will be completed and the new financing done.

Commonwealth Power, Railway & Light

Under the direction of Dean Cooley of the University of Michigan, the Michigan Railroad Commission will make a complete appraisal of all the electric lighting and power companies of that State controlled by the Commonwealth Company.

Hudson Companies

President Oakman, in a letter to holders of the preferred stock, replying to the circular put out by Charles P. Cooley and others, mentioned in these columns last week, says that while it is true that \$5,000,000 common stock is outstanding, it is not entitled to dividends until the preferred stock dividends and all arrears thereon are paid, and, therefore, the common stock has no value save its voting rights. If the preferred stockholders so decide, the question of whether or not the common stock can be disfranchised without the consent of its holders will be legally decided in due course. The financing, which proved so costly, he asserts, was necessitated by conditions which arose at the time of the panic of 1907, and was enforced by bankers who agreed to readjust the company's affairs to enable it to weather the panic. Continuing, he declared that the reduction in fixed charges of the Hudson & Manhattan Railroad Company, through the readjustment of its indebtedness, saved to the preferred stockholders of the Hudson Companies, through the ownership of the railroad company's stock, an asset possibly of great value. Unfortunately, this value has not yet accrued because of the failure to realize expectations in respect to traffic, which has fallen below the estimates carefully made at the time of the inception of the enterprise. The charge that the preferred stockholders have not been properly represented in the management was denied by President Oakman.

International Railway Company

The Public Service Commission for the Second District of New York held a preliminary hearing last Tuesday on the petition of the International Railway for approval of the construction of a high speed trolley line on private right of way from Buffalo to Niagara Falls, and for permission to issue \$3,000,000 of securities therefor. According to the company's witnesses, the new line would serve a population conservatively estimated at 565,000, distributed throughout Buffalo, Niagara Falls, the Tonawandas, La Salle, and other places, all existing under a community of interest, through the fact that manufacturing plants in the larger towns found homes for their people along the line.

For Sale

100 American Chicle Pfd.
@ 96 1/2

H. F. McConnell & Co.

25 Pine St., Tel. 6064 John, New York.

E. C. Cornette, President of the International Railway, said that all necessary leases had been negotiated and all plans for starting actual construction are ready.

United Railways of St. Louis

The company has filed in the Missouri Supreme Court a motion asking the court to reverse its decision denying the motion of the company for a rehearing of the mill-per-passenger tax suit. With this was also filed a new motion for a rehearing of the case and at the same time the clerk of the State court was asked to prepare the papers for an appeal to the United States Supreme Court.

News Digest

FORECAST AND COMMENT

Mechanics-American National Bank, St. Louis

General trade in the St. Louis district is not up to the volume of a year ago. In some lines the falling off ranges from 5 to 15 per cent. In certain industries the indications are for definite improvement as a result of the heavy orders for army supplies and equipment which the representatives of the belligerent nations have released.

Mortgage Guarantee Company, Los Angeles

The Pacific Coast is feeling the beneficial effects of the revision of freight rates due to water competition through the Panama Canal. Steamship companies have established regular service and real reductions have been made. Favorable and mild weather conditions continue. Citrus and grain crop outlook is altogether favorable at this time. Retail holiday trade is reported good. Many prominent English, Canadian, and Eastern Winter visitors have arrived.

John Moody

During the period of economy which the country is now going through we cannot expect any sort of a big business "boom," yet the ultimate effect of a saving programme on the part of the American people points to an unusual period of business prosperity a few years hence.

James H. Brookmire

The outlook is for a comfortable money market, but that capital for new enterprises will be timid and relatively scarce.

John V. Farwell Company

Wholesale dry goods business has opened the new year with a noticeable gain in number of buyers visiting this market—gains being reported for every day during the week. This condition signifies satisfactory clean-up of stocks during the holidays and confidence in present and future business.

Marshall Field & Co.

Current general orders are about normal as compared with a year ago, and more buyers have visited the market.

Dun's Review

Several developments, highly significant of the improving tendencies in business, have attended the opening of the new year.

Bradstreet's

Trade trends are on the up grade, with the movement in distributive channels conservatively steady rather than rapid.

American Wool and Cotton Reporter

Comparatively light demand for wools of the finer grade has resulted in no recession of prices, and on medium wools, for which there is a very keen demand at present, quotations have a distinctly advancing tendency. Total sales for the week in the Boston market have been 4,000,000 pounds. There is no noticeable improvement in the cotton goods situation, but optimism is abundant on every hand.

Iron Age

Mill operations this week have naturally shown rather better schedules than those of the holidays, but the increase is not pronounced.

Iron Trade Review

Considerable encouragement is being derived by the steel trade from the increased buying by the railroads. Rail and track supplies are the principal products in demand, and some large buying orders have been placed.

Dr. Alexander C. Humphreys

One of the most apparent defects in the operation of commission control, State and Federal, is

the inability of the Commissioners to master the technicalities involved in the grave and complex questions which, lawfully or unlawfully, are found in their hands for settlement. Questions of engineering and industrial management are involved in the great majority of these questions, while the personnel of the boards is made up generally of lawyers and theoretical economists conspicuously deficient in practical experience.

George D. Ogden, (General Freight Agent, Pennsylvania Railroad)

The pendulum of public sentiment has swung to the position of fairness and the railroads rejoice to share in a larger measure the public sympathy. It should be their endeavor to foster and encourage continuance of such a valuable asset. Both parties ought to long remember the depression from which it is earnestly hoped we are now emerging.

GENERAL

Financial Chronology

Monday, Jan. 4

Stock market strong. London Stock Exchange resumes trading on a restricted basis. Money on call, 2 1/2@3 per cent. Demand sterling, \$4.85.

Tuesday, Jan. 5

Stock market makes a further advance. Money on call, 2 1/2@2 1/4 per cent. Demand sterling, \$4.84 11-16.

Wednesday, Jan. 6

Stock market reactionary. Money on call, 2 1/2@3 per cent. Demand sterling, \$4.84 1/2.

Thursday, Jan. 7

Stock market rallies. Money on call, 2 1/2@2 1/4 per cent. Demand sterling, \$4.83 1/2, the lowest rate since October, 1907.

Friday, Jan. 8

Stock market strong. Money on call, 2 1/4@2 1/4 per cent. Demand sterling, \$4.83 5/8.

Saturday, Jan. 9

Stock market firm.

The War

Following were the more important developments of the European war as officially reported last week:

Sunday—Successes in Alsace reported by the French. To protect her interests at D'irazzo, Italy sends warship there. The Germans report defeat of the Russians west of the Vistula, while the Russian General Staff announces the repulse of German attacks on the front along the Bzura and Rakva Rivers and the defeat of Austrians in Galicia.

Monday—When Albanian rebels reach Durazzo, an Italian warship fires on that town. Russians report the taking of Sutachada, near the Rumanian-Austrian frontier, and the French report retaking Steinbach, in Alsace.

Tuesday—Surrender of a whole Turkish army corps to the Russians at Sari Kamiy, and flight of two other corps, reported by the latter. The Russians also announced that they had crossed the Carpathians and captured eight Hungarian towns. Capture of a strong German position near St. Mihiel reported by the French. The Germans reported the repulse of French attacks in the Argonne.

Wednesday—Russians report almost complete destruction of the German force near Mlawa. Germans report reaching the Sucha River in Poland, and capture of many prisoners.

Thursday—Russians report capture of more towns in Bukowina. Germans report gains in the Argonne region.

Friday—Servia reports defeat of Austrians and capture of an island near Belgrade. Repulse of French attacks in the region of Argonne and the Vosges reported by the Germans, while the French announce gains along the battle line in Flanders, Alsace, and Northern France.

Saturday—Germans make new drive at Warsaw. Russians enter Transylvania. French report gains at Soissons and Perthes.

New Minimum Stock Prices

Following are new minimum stock prices established by the New York Stock Exchange Committee: United States Industrial Alcohol preferred, 73; Baldwin Locomotive, 35; Western Maryland preferred, 25; Chicago, Milwaukee and St. Paul preferred, 123; Rumley preferred, 16; United States Realty and Improvement, 45; Crex Carpet, 60; Deere preferred, 85; National Rail-

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ways of Mexico first preferred, 23; Pacific Telephone and Telegraph preferred, 85; American Coal Products preferred, 102; Pressed Steel Car, 32.

Ohio Compensation Law Upheld

The United States Supreme Court has handed down a decision holding the Ohio Workmen's Compensation act to be constitutional.

Arizona Labor Law Unconstitutional

The 80 per cent. law of Arizona, which provided that no employer or corporation could employ more than 20 per cent. of alien labor, has been declared unconstitutional by the United States Circuit Court of Appeals, which held that it violated the Fourteenth Amendment of the Constitution of the United States in that it "transgressed the rights, safety, and liberty of mankind."

British Trade

The following table shows imports and exports of the United Kingdom for December and the year ended Dec. 31, compared with the preceding year:

| —December.— | —Year.— |
|------------------------|-------------|
| 1914. | 1913. |
| Imports... £97,554,000 | £71,114,874 |
| Exports... 26,278,000 | 43,326,020 |
| Excess of imports. | 41,276,000 |
| ** | 27,787,054 |
| ** | 267,260,503 |
| ** | 249,573,383 |

Anthracite Coal Output

A. H. Armstrong, Chief of the Bureau of Anthracite Statistics, reports shipments of anthracite coal in the calendar year 1914, as 68,342,601 tons, comparing with 69,069,628 tons in 1913.

Mexican Bond Issue

The Gutierrez Government at Mexico City has, according to a cable received by the State Department in Washington from Consul Siliman, published a decree authorizing the issue of \$300,000,000 in bonds at 6 per cent. The decree provides that the issue shall be secured by the Federal stamp tax. The object is to refund and unify the various issues made heretofore and to provide for necessary expenses.

Crude Oil Advances

A general advance of 5 cents a barrel was made in the principal grades of crude oil last Monday.

Western Rate Case

It was announced last Monday that Interstate Commerce Commissioner Daniels will hold hearings at Chicago from Feb. 15 to 18 inclusive in the matter of the application of western railroads for a general increase in freight rates. No evidence will be heard in support of increases in particular rates. After March 13, shipping interests will be allowed to present testimony in rebuttal of the general testimony taken at the February hearings.

Argentina Note Issue

It was announced last Monday that the entire issue of \$15,000,000 6 per cent. gold notes of the Argentine Republic had been sold within a few hours after they were offered.

London Stock Exchange Reopened

The London Stock Exchange reopened for business last Monday, under severe restrictions. Trading was light.

Train Length Bill

A bill will be introduced in the State Legislature at Albany limiting the length of freight trains to one-half mile, it was announced last week.

Produce Exchange Seat Sold

A membership in the New York Produce Exchange was sold last week for \$600. The last previous sale was at \$525.

Gold and Silver Production

A preliminary estimate issued by the Geological Survey and the Director of the Mint places United States gold production in 1914 at 4,490,336 fine ounces, worth \$92,823,120, and the output of silver at 67,929,700 fine ounces.

National Bank Call

Controller of the Currency Williams last Tuesday issued a call for the condition of all National banks at the close of business Dec. 31.

Danbury Hatters' Case Decided

In deciding the famous Danbury Hatters' Case, which had been in the courts for twelve years, the United States Supreme Court last Tuesday laid down the principle that members of a labor union which institutes a boycott against a non-union manufacturer may be held individually responsible.

The suit was brought by D. E. Loewe & Co. of Danbury, Conn., under the Sherman anti-trust law against almost 200 members of the Hatters' Union, who resided in the towns of Danbury, Norwalk, and Bethel, Conn. The issue was whether these members of the Hatters' Union might be held liable for alleged injuries to the business of Loewe & Co. caused by the boycott engineered by officers and agents of the union. The boycott was declared against Loewe & Co. because they would not unionize their factory. The boycott followed a strike called for the same purpose, but which did not achieve the results desired by the hatters.

Government Sues for \$9,000,000

Alleging that the Old Capital City Dairy Company, a New Jersey Corporation, owes \$9,015,029.07 for taxes on oleomargarine, the Federal Government has brought suit to recover that amount. A receiver for the company is asked.

War Tax Ruling

Collectors throughout the country have been notified by the Commissioner of Internal Revenue that the emergency war revenue tax requires the affixing of stamps to deeds to property for the true consideration. Where the consideration named is nominal, the tax must be computed upon the actual value of the property conveyed, the amount of any lien or incumbrance being deducted. The Commissioner also issued the following interpretation of the special tax on commercial brokers and commission merchants:

A person who negotiates purchases or sales on commission, exclusively for certain persons or firms with whom he is under contract, is regarded as an agent of such persons or firms, and does not incur special tax liability as commercial broker. However, if he is engaged in the business of negotiating, on a commission basis, purchases or sales of goods, wares, produce, or merchandise, for any or all applicants, then special tax liability as commercial broker is incurred. The principle involved in the above applies with equal force to the doing of business as commission merchant.

Gold for the Bank of France

It was announced last Wednesday that Lazard Freres had deposited with the First National Bank of New York \$2,000,000 in gold bars for the account of the Bank of France.

Supplemental Order in Rate Case

The Interstate Commerce Commission last Friday issued an order, supplementing its recent decision in the 5 per cent. rate case, in which it ruled that the grouping points of origin and the relation of rates between points in New England Trunk Line, Central Freight Association Territory, and the Virginias should be maintained even though some rates are increased slightly more than 5 per cent. thereby.

First Cotton Pool Loan

The Cotton Loan Committee last Friday made the first loan from the \$100,000,000 fund subscribed by Northern and Eastern banks. The loan was made to a bank in Alabama.

Exchange Left to Bankers

The Treasury Department last week issued the following statement:

The Secretary of the Treasury announces that, in view of the fact that exchange between the United States and the United Kingdom has become practically normal, it is no longer necessary for the two Governments to exercise their good offices in connection therewith, and that any further consideration of the question should be left to the banks and bankers of the respective countries.

Bank Merger

Negotiations are in progress for the Chatham and Phenix National Bank to take over the business of the Mutual Alliance Trust Company, the head office of which is at 35 Wall Street. If the plan is carried out, the Chatham simultaneously will sell to the Century Bank the two branches of the trust company. The Mutual Alliance Trust Company then will be liquidated.

Stock Exchange Failure

It was announced on the Stock Exchange Saturday that the firm of Stringer & Co., 40 Exchange Place, has been unable to meet its obligations. The firm is composed of G. F. Stringer and G. F. Stringer, Jr., and was admitted to the Exchange May 23, 1912. Shortly after the failure of Stringer & Co. was announced on the Stock Exchange, G. F. Stringer, Jr., shot himself in the office of the company and died instantly.

RAILROADS

Weekly Gross Earnings

Following are the latest week's earnings of a number of important railroads, with changes from the corresponding week a year before:

| | Amount. | Change. |
|---|-----------|------------|
| Alabama Great Southern..... | \$131,978 | -\$55,153 |
| Buffalo, Rochester & Pittsburgh..... | 278,726 | 18,619 |
| Canadian Pacific..... | 2,244,000 | -1,062,000 |
| Chesapeake & Ohio..... | 1,011,771 | +26,635 |
| Chicago Great Western..... | 287,855 | 16,380 |
| Chicago, Indianapolis & Louisville..... | 150,153 | 18,384 |
| Cincinnati, N. Orleans & Tex. Pac. | 252,076 | 87,629 |
| Colorado & Southern..... | 469,191 | +123,289 |
| Denver & Rio Grande..... | 489,300 | 77,700 |
| Denver & Salt Lake..... | 36,900 | +12,345 |
| Louisville & Nashville..... | 1,224,953 | +242,300 |
| Minneapolis & St. Louis..... | 204,387 | +2,053 |
| Mobile & Ohio..... | 263,295 | +77,279 |
| Missouri, Kansas & Texas..... | 907,152 | +74,507 |
| Missouri Pacific..... | 1,415,000 | +248,000 |
| St. Louis Southwestern..... | 280,000 | +80,000 |
| Southern Railway..... | 1,848,603 | +482,784 |
| Texas & Pacific..... | 494,876 | +99,013 |
| Toledo, St. Louis & Western..... | 87,683 | +10,431 |
| Western Pacific..... | 126,600 | +3,600 |

Bangor & Aroostook

The Executive Committee last week voted to reduce the semi-annual dividend to 1 per cent.

Boston & Maine

Before the Massachusetts Public Service Commission President Hustis last week declared that though the road had reached the limit of economy, it probably would not earn fixed charges this year.

Canadian Pacific

Chairman Sir William Van Horne said last week that there are indications of a large movement of grain in the early Spring and that a good portion of the passenger traffic to the San Francisco Exposition was expected by the Canadian Pacific. He said that at the present time Canadian roads are being seriously affected by conditions attending the European war.

Chicago, Milwaukee & St. Paul

The Directors last week authorized an issue of \$29,000,000 5 per cent. convertible debenture bonds, which will be offered to stockholders for subscription at par to the extent of 12½ per cent. of their holdings. It was announced that the bonds had been underwritten by Kuhn, Loeb & Co. and the National City Bank.

El Paso Southwestern

Income account for the year ended June 30, 1914, compares as follows:

| | 1914. | 1913. | 1912. |
|--------------------|-------------|-------------|-------------|
| Gross | \$9,057,553 | \$8,657,716 | \$7,613,456 |
| Expenses | 6,129,700 | 5,530,889 | 4,833,582 |
| Net | 2,927,853 | 3,126,827 | 2,777,874 |
| Other income | 1,399,765 | 1,545,467 | 1,021,407 |
| Total income | 4,327,619 | 4,672,295 | 3,790,281 |
| Charges, &c. | 2,317,901 | 2,469,876 | 1,790,119 |
| Surplus | 2,009,718 | 2,202,420 | 2,009,162 |
| Dividends | 1,236,884 | 1,169,022 | 1,121,857 |
| Surplus | 772,834 | 1,053,397 | 887,305 |

Grand Trunk

The road has announced a reduction in wages to take effect April 1. The cut affects about 14,000 employees. It was stated that this move was necessitated by reduced earnings. Representatives of labor unions said they would not accept the cut.

New Haven

President Elliott, in a statement issued last Monday, said that the railroad situation in New England would be bettered if laws could be passed permitting the New Haven to refund its present floating debt, amounting to about \$53,000,000, with long time mortgage bonds. Such a mortgage, if issued, will not name a total sum, but bonds will be issued under it from time to time for purposes approved by the proper authorities.

New York Central

The \$249,590,500 New York Central Railroad Company stock was listed last week by the New York Stock Exchange. Transactions in the stock may be settled by delivery of either certificates of the New York Central & Hudson River Railroad Company or certificates of the New York Central Railroad Company. As a result of the recent merger of the New York Central and Lake Shore, Clarence H. Verner of Boston and Joseph W. Jackson of New York have filed suit against William K. Vanderbilt for \$1,369,747.46 and interest thereon at 6 per cent. from Dec. 22, 1914. The petition declares that Mr. Vanderbilt had himself elected a Director of the Lake Shore and used his influence to have the latter made a party to the so-called illegal merger.

Pennsylvania

It was announced last week that the Pennsylvania

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JAN 11.

Railroad will ask its shareholders on March 9 to authorize a bond issue of \$100,000,000.

Reading

Federal Grand Jury at Philadelphia last Wednesday returned three bills of indictment against the Philadelphia & Reading, charging it with engaging in coal transportation without filing tariffs, extending privileges to shippers, and failing to collect demurrage charges on certain coal shipments.

Rock Island

Judge Mayer of the Federal District Court last week confirmed the sale for \$7,135,000 of the \$71,135,300 stock of the Rock Island Railway Company, which was pledged as security for \$71,135,300 collateral trust 4 per cent. bonds of the Rock Island Railroad Company. N. L. Amster, in a circular to holders of Rock Island collateral 4% bonds, says: "Now that collateral bondholders have won their fight and will receive their old Rock Island stock, the next important movement is recovery of the \$7,500,000 and election of our own Directors. Every bondholder has power to help bring these about if he will but see that his proxy to vote his stock is sent to our committee. Although the Wallace committee claims to have deposited with it \$59,000,000 of the bonds, a very substantial number of those have notified me that they were in entire accord with my undertaking. I feel confident that if we succeed in electing our own board, which now seems very probable, it will not be long before the company will be put back to the rank it formerly held among the prosperous granger railways."

INDUSTRIAL, MISCELLANEOUS

American Brake Shoe and Foundry Company

The company reports for the year ended Sept. 30:

| | 1914. | 1913. | 1912. |
|-----------------|-------------|-------------|-------------|
| Earnings | \$1,059,745 | \$1,316,579 | \$1,032,718 |
| Interest | 36,172 | 36,991 | 38,271 |
| Surplus | 1,023,572 | 1,279,588 | 1,014,448 |
| Dividends | 722,000 | 674,500 | 532,000 |
| Surplus | 301,572 | 605,067 | 482,448 |

*After deducting manufacturing, administrative, and selling expenses and depreciation and including other income and earnings of subsidiary companies. [†]After allowing for 7 per cent. dividend on \$4,600,000 common stock (to which dividend return the common stock is limited) the balance, \$701,572, is equal to 14.03 per cent. on the \$5,000,000 preferred stock, against 18.95 per cent. the previous year.

American Express Company

The company has arranged a new contract with the Boston & Maine Railroad on the basis of approximately 42% per cent. as the operating privi-

Reserve Banks

Statements on Pages 37-38

RESERVE INVESTMENTS

Rules Laid Down by Federal Reserve Board for the Purchase of Municipal Warrants by Regional Banks

THE Federal Reserve Board made public last week the tentative rules for investments by the Reserve Banks in municipal warrants that it had transmitted to the banks at the end of the preceding week and of which the New York and Chicago banks had taken immediate advantage to the extent of \$255,000. At the end of last week the twelve banks together held \$6,647,000 of such investments. New York alone holding \$5,050,000, mostly New York City warrants.

Some time ago the Federal Reserve Board let down the bars for purchases of Government bonds,

leges. The new contract is effective as of Jan. 1, 1915, and is operative for one year.

American Round Bale Press Company

The company last Tuesday filed in the Federal District Court at New York a voluntary petition in bankruptcy, explaining that the war had practically killed its business.

International Harvester Company

Last Monday the company docketed in the United States Supreme Court its appeal from the dissolution decision of a Federal District Court. On the same day officials of the plant at Auburn began engaging the employees who have been idle for many months. The company employs about 2,500 persons here under normal conditions.

International Power Company

Charles H. Ridder has been appointed receiver, in the State of New York, for the company, under a bond of \$25,000, by Justice Hendrick in the Supreme Court. The appointment is made in proceedings brought by the American and British Manufacturing Company, a creditor, with claims amounting to upward of \$100,000.

F. W. Woolworth Company

The company reports sales for the year of \$69,616,775, a gain of \$3,390,868 over the previous year. The sales for the month of December were \$10,502,276, a decrease of \$66,962 from the same month last year.

but little if any advantage was taken of this means of earning something for the Reserve Banks, in default of any extensive demand for rediscounts. Reserve Bank officers generally are anxious to buy acceptances, but the board has not yet drafted its rules on this class of paper. The permission given to buy municipal warrants opened a profitable field.

In its ruling the board held that the banks might purchase warrants issued by a municipality in anticipation of taxes or other assured revenue, but except with the approval of the board, no bank shall hold in excess of 25 per cent. of the total amount of warrants actually sold by a municipality; nor shall the aggregate amount invested by any Federal Reserve Bank in warrants exceed 10 per cent. of the deposits kept with the Reserve Bank by member banks.

It is also provided that the aggregate amount which may be invested by any Reserve Bank in warrants of a single municipality shall be limited to percentages of the deposits kept by its member banks with such Reserve Bank, viz.: 5 per cent. of deposits in warrants of a municipality of 50,000 or over, 3 per cent. of a municipality of 30,000 to 50,000, and 1 per cent. where the municipality has from 10,000 to 30,000 inhabitants.

Warrants of a municipality of 10,000 or less can be bought only with the approval of the board.

San Francisco reduced its discount rate for thirty-day paper to 4 per cent. last week, the lowest rate that has so far been made by any of the Reserve Banks.

Representative Lindbergh of Minnesota introduced a resolution on Wednesday directing the Federal Reserve Board to investigate the circumstances of the organization of the Chicago Reserve Bank, the allegation being that certain Directors of the bank used its patronage for their own ends.

Fire Losses

In the United States and Canada for the past three years:

| | 1914. | 1913. | 1912. |
|--------------|---------------|---------------|---------------|
| January | \$23,204,700 | \$20,193,250 | \$35,653,450 |
| February ... | 21,744,200 | 22,084,600 | 28,601,650 |
| March | 25,512,750 | 17,511,000 | 16,650,850 |
| April | 17,700,800 | 16,738,250 | 16,394,400 |
| May | 15,507,800 | 17,225,850 | 21,013,050 |
| June | 29,348,000 | 24,942,700 | 16,103,450 |
| July | 17,539,800 | 20,660,900 | 15,219,100 |
| August | 11,765,650 | 21,180,700 | 14,158,800 |
| September .. | 14,383,050 | 17,919,300 | 13,779,300 |
| October | 14,004,700 | 14,932,750 | 13,651,650 |
| November .. | 21,372,750 | 15,207,600 | 16,172,300 |
| December .. | 23,507,150 | 16,126,450 | 17,967,000 |
| Total ... | \$235,591,350 | \$224,723,350 | \$225,320,600 |

Total ... \$235,591,350 \$224,723,350 \$225,320,600

Dividends Declared and Awaiting Payment

STEAM RAILROADS.

| Pe- Pay- Company. | Books Close. | Pe- Pay- Company. | Books Close. | Pe- Pay- Company. | Books Close. | Pe- Pay- Company. | Books Close. | Pe- Pay- Company. | Books Close. |
|------------------------------|-----------------|-------------------------|-----------------|-------------------------|-----------------|-------------------------|-----------------|-------------------------|-----------------|
| Ala. Gt. So.... | 3 | Feb. 23 | Jan. 23 | Do p. | 1/4 | Feb. 1 | Jan. 15 | Du P. de N. P. | 25 |
| At. C. Line.... | 2 | S Jan. 11 | Dec. 28 | Do p. | 1/4 | Feb. 1 | Jan. 15 | pf. | Jan. 15 |
| At. T. & S. F. | 2 | S Feb. 1 | Dec. 31 | Rep. R. & L. p. | 1/4 | Jan. 15 | Dec. 31 | Elec. Secur. pf. | Jan. 28 |
| At. T. & S. F. 1/2 | Q | Mar. 1 | Jan. 29 | Tampa Elec. | 2/5 | Feb. 15 | Feb. 1 | Elec. Util. pf. | Jan. 6 |
| Can. Southern.... | 2 | S Feb. 1 | Dec. 31 | U. Rys. & El. | 1/4 | Jan. 15 | Jan. 15 | Eureka P. L. | Jan. 15 |
| Cuba R. R. pf. | 3 | Feb. 1 | Dec. 31 | Va. R. & P. pf. | 3 | Jan. 20 | Dec. 31 | Gen. Chemical. | Ex. Feb. 1 |
| Del. & Hudson.... | 2 | Q Mar. 20 | Feb. 25 | Do p. | 1/4 | Jan. 15 | Dec. 31 | Gen. Electric. | Jan. 15 |
| Del. L. & W. | 2 | Q Jan. 20 | Jan. 4 | Do p. | 1/4 | Jan. 15 | Dec. 31 | Globe-Wern pf. | Jan. 15 |
| Det. R. Tunnel.... | 3 | — | Jan. 15 | Do p. | 1/4 | Jan. 15 | Dec. 31 | Gold. Con. M. | Feb. 27 |
| Ga. R. R. & B. | 3 | Q Jan. 15 | Dec. 31 | Do p. | 1/4 | Jan. 15 | Jan. 30 | H.-W. Refr. | Jan. 20 |
| Great Nor. pf. | 1/4 | Q Feb. 1 | Jan. 8 | Do p. | 1/4 | Jan. 15 | Jan. 20 | Homestead Min. | Jan. 25 |
| Kan. C. So. pf. | 1/4 | Q Jan. 15 | Dec. 31 | Do p. | 1/4 | Jan. 15 | Jan. 19 | Hill. Brick. | Jan. 15 |
| Little S. N. R. | 1/4 | Q Jan. 15 | Dec. 11 | Do p. | 1/4 | Jan. 15 | Jan. 23 | Hill. Util. pf. | Feb. 1 |
| Louis. & Nash.... | 2 | Q Feb. 10 | Jan. 20 | Do p. | 1/4 | Jan. 15 | Jan. 23 | Indiana P. L. | Jan. 15 |
| Mahoning Coal.... | 2 | Q Feb. 1 | Jan. 8 | Do p. | 1/4 | Jan. 15 | Jan. 23 | Int. But. Mach. | Jan. 15 |
| M. H. & S. H. | 1/4 | — | Jan. 15 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. N. J. | Jan. 15 |
| N. Y. Central.... | 1/4 | Q Feb. 1 | Jan. 8 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. Nickel pf. | Jan. 14 |
| No. Carolina.... | 3 | Q Feb. 1 | — | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. Paper. | Jan. 6 |
| Nor. Central.... | 2 | Q Jan. 15 | Dec. 31 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. Steel. | Jan. 23 |
| Nor. & W. pf. | 1/2 | Q Feb. 19 | Jan. 30 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & P. | Jan. 23 |
| Nor. Pacific.... | 1/4 | Q Feb. 1 | Jan. 9 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Power. | Jan. 15 |
| Nor. Securities.... | 2 | Q Jan. 11 | Dec. 31 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| Pitts. C. in. | 2 | Q Jan. 10 | Dec. 31 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| St. L. R. M. & P. | 1/2 | Q Jan. 15 | Dec. 31 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| St. L. R. M. & P. | 1/2 | Q Jan. 15 | Dec. 31 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| St. L. R. M. & P. | 1/2 | Q Jan. 15 | Dec. 31 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| STREET RAILWAYS. | | | | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| Au. E. & C. pf. | 1/2 | Q Feb. 1 | Dec. 23 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| Bay St. 1st pf. | 3 | — | Feb. 1 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| Brooklyn City. 2 | Q | Jan. 15 | Jan. 6 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| Cin. Newp. & C. L. & T. | 1/2 | Q Jan. 15 | Dec. 31 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| Do p. | 1/2 | Q Jan. 15 | Dec. 31 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| Con. Tr. N. J. 2 | — | Jan. 15 | Dec. 31 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| El Palco Elec. | 3 | — | Jan. 11 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| Ky. Secur. pf. | 1/2 | Q Jan. 15 | Jan. 2 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| Manc. T. L. & P. 2 | Q | Jan. 15 | Jan. 1 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| Milv. El. Ry. & L. | 1/2 | Q Feb. 1 | Jan. 20 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| N. H. El. Ry. 2 | — | Jan. 30 | Jan. 20 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| Ottumwa R. & L. | 1/2 | Q Jan. 15 | Dec. 31 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| P. R. Tr. L. & P. | 1/2 | Q Jan. 15 | Jan. 1 | Do p. | 1/4 | Jan. 15 | Jan. 24 | Int. & Trans. | Jan. 15 |
| P. R. Tr. L. & P. | 1/2 | Q Feb. 1 | Jan. 18 | Do p. | 1/4 | Jan. 15</ | | | |

Agriculture

As the Farmer Fares in the Race with Prices

Results of Two Studies Which Tend to Show That He Is Falling Behind—Other Interesting Developments

THE high cost of living having been denounced by everybody else, the Department of Agriculture now voices the farmer's plaint. One is apt to picture the farmer not only as living on the fat of the land, but as making a very fat profit besides. It now appears, however, from investigations conducted by experts of the department, that quite the reverse is the case. Though in business for himself, the farmer gets little or no money reward, and, in fact, makes but a trifle more than he would were he to hire out as a farm hand to his neighbor.

A study was made by the department of conditions on a large number of farms in ten States, the farms selected being representative of their sections. On these farms, it was found, the average value of the chief necessities of life—food, fuel, oil, and shelter—was \$595.08, of which \$421.17 was contributed directly by the farm, leaving \$173.91 to be supplied through the sale of the farm's products. The \$421.17 furnished by the farm was computed at farm prices and had the farmer been compelled to pay ordinary retail prices he would have fared much worse.

WHAT THE FARM SUPPLIES

Though varying greatly in the different sections, on the average the farm furnished 63 per cent. of the food consumed by the farmer. In North Carolina it was greatest, being 82.3 per cent., while in New York it was only 50.4 per cent.

The investigation disclosed some particularly interesting facts about the four items of groceries, animal products, fruits, and vegetables in the average farm family's food bill. Groceries constituted about 25 per cent. of the value of food consumed, animal products more than 50 per cent., vegetables 11.6 per cent., and fruits only 6.3 per cent. Practically all groceries were purchased, whereas the quantity of fruits and vegetables used was in direct proportion to the quantity raised on the farm, and where this quantity was great the grocery bill was correspondingly low. That was also true of animal products, including butcher's meat, poultry, eggs, and dairy produce. The department suggests that since the grocery bill was found ordinarily to be two-thirds of the entire amount expended in cash for food, one obvious and effective way of economizing appears to be to raise more vegetables, fruit, milk, and eggs, which in many cases can be done with no appreciable increase in trouble or expense.

The item "shelter" was found to be an important one. The investigation showed that if the average farmer had to pay rent, his home would cost him \$125 a year, which represents 10 per cent. of the value of the average farm house.

SMALL CASH EXPENDITURE

Including the value of the housework performed by members of the family, which was reckoned on the basis of wages that it would have been necessary to pay for hired assistance, and the charges for food, fuel, light, and rent, the investigators found that board and lodging for each individual averaged to cost \$14.62 a month. But of this sum the farmer paid out in cash only 22 per cent. Exclusive of lodging, the board of the average hired man cost \$10 a month, but of this the farmer had to pay only \$3 in cash, the remaining \$7 being furnished by the farm, as a result, presumably, of the hired man's own efforts.

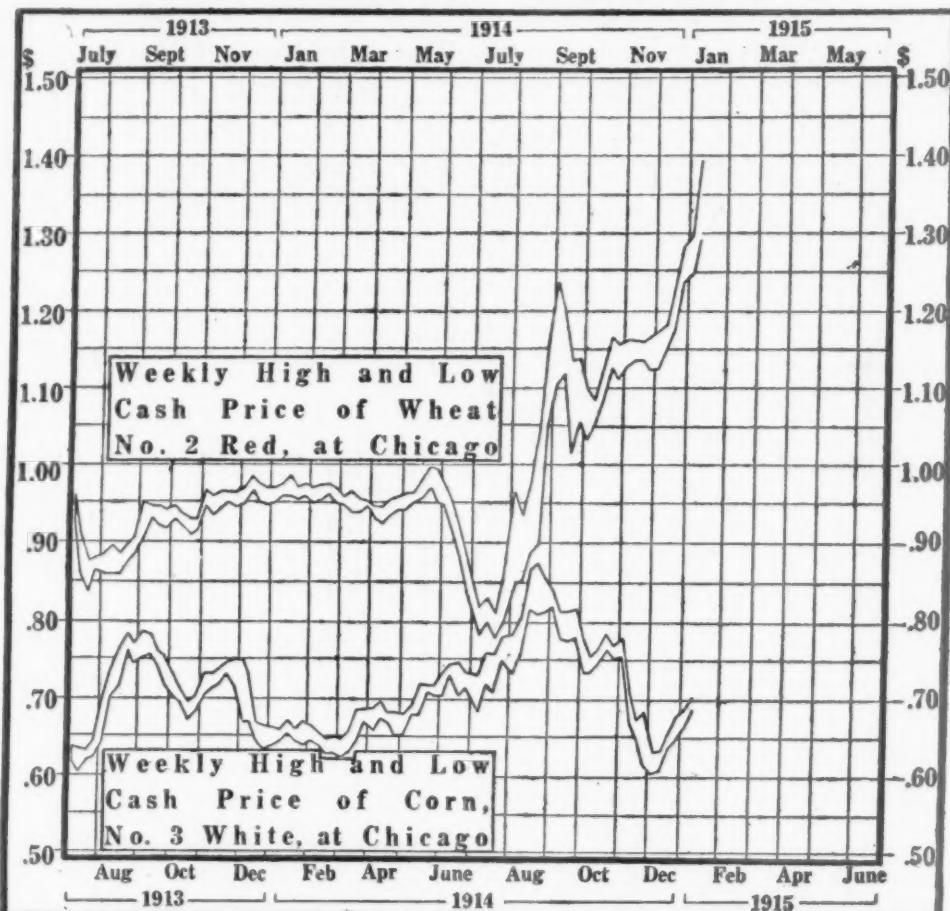
Another study of how the farmer fares has just been completed by Nat. C. Murray, Assistant Chief of the Bureau of Crop Estimates, who, in the Farmers' Bulletin issued by that bureau, presents some interesting statistics of the farmer's purchasing power.

THE FARMER'S PURCHASING POWER

Mr. Murray found that from 1899 to 1909, the census years, the money value of one acre of the farmer's crops increased 72.7 per cent., but in the same period the money value of the articles usually purchased by farmers had increased 12.1 per cent.; consequently, as a result of the greater increase in the price of what a farmer sold than in the price of what he bought, the net increase in the purchasing power of the produce of one acre was 54 per cent.; that is, one acre of the farmer's crops in 1909 could buy 54 per cent. more of the articles usually bought by farmers than in 1899.

In 1913 the value of one acre of the farmer's

The Trend of Grain Prices



crops averaged about 1.2 per cent. higher than in 1909, whereas the value of articles bought by farmers had advanced in the same time about 5.7 per cent.; consequently, as a result of the greater increase in the price of what the farmer buys than what he sells, the actual purchasing power of one acre of the farmer's produce in 1913 was about 4.8 per cent. less than in 1909.

Similar data for 1914 have not yet been secured, but it may be safely presumed that the purchasing power of one acre of the farmer's produce in 1914 was at least 5 per cent. less than five years ago. In short, there was a material increase in the purchasing power of farmers from 1896 to 1909, but since 1909 there has been a check to this rapid increase, with some reaction downward.

Upon the basis of the purchasing power of the value of one acre of produce, the year 1909 stands as the most prosperous for farmers of the past fifty years for which there are records.

Grain and Cotton Markets

Quotations last week were as follows:

Chicago

WHEAT

| | May | July | High. | Low. | High. | Low. |
|--------------|---------|--------|---------|---------|-------|------|
| Jan. 4 | \$1.34% | \$1.32 | \$1.22% | \$1.20% | | |
| Jan. 5 | 1.37% | 1.34% | 1.24% | 1.22% | | |
| Jan. 6 | 1.37% | 1.34% | 1.24% | 1.22% | | |
| Jan. 7 | 1.37% | 1.34% | 1.24% | 1.22% | | |
| Jan. 8 | 1.41% | 1.38% | 1.27% | 1.25% | | |
| Jan. 9 | 1.41% | 1.38% | 1.27% | 1.25% | | |
| Week's range | 2.41% | 1.32 | 1.27% | 1.20% | | |

| | May | July | High. | Low. | High. | Low. |
|--------------|-----|------|-------|------|-------|------|
| Jan. 4 | 75% | 74% | 76% | 73% | | |
| Jan. 5 | 76% | 75% | 77% | 74% | | |
| Jan. 6 | 75% | 75% | 76% | 74% | | |
| Jan. 7 | 75% | 74% | 76% | 73% | | |
| Jan. 8 | 75% | 74% | 76% | 73% | | |
| Jan. 9 | 76% | 75% | 77% | 74% | | |
| Week's range | 10% | 74% | 77% | 73% | | |

| | May | July | High. | Low. | High. | Low. |
|--------------|-----|------|-------|------|-------|------|
| Jan. 4 | 50 | 54% | 53% | 52% | | |
| Jan. 5 | 55% | 54% | 53% | 52% | | |
| Jan. 6 | 55% | 54% | 53% | 52% | | |
| Jan. 7 | 56 | 54% | 53% | 52% | | |
| Jan. 8 | 56 | 54% | 53% | 52% | | |
| Jan. 9 | 56% | 56% | 54 | 52% | | |
| Week's range | 56% | 54% | 54% | 52% | | |

| | May | July | High. | Low. | High. | Low. |
|--------------|-----|------|-------|------|-------|------|
| Jan. 4 | 50 | 54% | 53% | 52% | | |
| Jan. 5 | 55% | 54% | 53% | 52% | | |
| Jan. 6 | 55% | 54% | 53% | 52% | | |
| Jan. 7 | 56 | 54% | 53% | 52% | | |
| Jan. 8 | 56 | 54% | 53% | 52% | | |
| Jan. 9 | 56% | 56% | 54 | 52% | | |
| Week's range | 56% | 54% | 54% | 52% | | |

| | May | July | High. | Low. | High. | Low. |
|--------------|------|------|-------|------|-------|------|
| Jan. 4 | 7.95 | 7.90 | 8.12 | 8.00 | 8.32 | 8.18 |
| Jan. 5 | 8.08 | 8.06 | 8.27 | 8.00 | 8.42 | 8.19 |
| Jan. 6 | 8.01 | 7.95 | 8.23 | 8.00 | 8.43 | 8.25 |
| Jan. 7 | 7.94 | 7.80 | 8.11 | 7.98 | 8.32 | 8.18 |
| Jan. 8 | 7.90 | 7.85 | 8.11 | 7.98 | 8.34 | 8.18 |
| Jan. 9 | 8.00 | 7.93 | 8.29 | 8.00 | 8.45 | 8.35 |
| Week's range | 8.08 | 7.80 | 8.27 | 7.98 | 8.45 | 8.18 |

| | May | July | High. | Low. | High. | Low. |
|--------------|------|------|-------|------|-------|------|
| Jan. 4 | 8.50 | 8.57 | 8.74 | 8.58 | 8.86 | 8.81 |
| Jan. 5 | 8.62 | 8.57 | 8.82 | 8.67 | 8.92 | 8.84 |
| Jan. 6 | 8.61 | 8.42 | 8.83 | 8.67 | 8.92 | 8.84 |
| Jan. 7 | 8.50 | 8.35 | 8.73 | 8.60 | 8.88 | 8.78 |
| Jan. 8 | 8.52 | 8.35 | 8.75 | 8.58 | 8.90 | 8.77 |
| Jan. 9 | 8.63 | 8.55 | 8.90 | 8.78 | 9.01 | 8.92 |
| Week's range | 8.65 | 8.50 | 8.90 | 8.58 | 9.02 | 8.77 |

Ginning Report

The Government report giving the amount of cotton ginned to Jan. 1, counting round bales as halves, and excluding linters, compares as follows:

| | |
|------------|------------|
| To Jan. 1: | To Jan. 1: |
| 1915..... | 14,447,023 |
| 1914..... | 13,347,721 |

To Jan. 1: To Jan. 1: To Jan. 1: To Jan. 1:

1915..... 12,907,405 1913..... 12,907,405 1912..... 14,317,002

1914..... 13,347,721 1912..... 14,317,002

The amount ginned between Dec. 13 and Jan. 1 compares with similar periods of previous years as follows:

| | |
|-------------------|-------------------|
| To Jan. 1: | To Jan. 1: |
| 1915..... 470,424 | 1913..... 468,369 |
| 1914..... 420,293 | 1912..... 546,275 |

Ginning returns to Jan. 1, by States, follow:

1915..... 1914..... 1913..... 1912.....

Alabama..... 1,639,198 1,467,883 1,289,227 1,618,510

Arkansas..... 914,115 903,913 732,118 736,329

Florida..... 85,726 65,299 56,042 86,421

Georgia..... 2,547,747 2,293,976 1,756,834 2,623,917

Louisiana..... 427,509 410,618 366,402 352,503

Mississippi..... 1,115,817 1,142,921 936,419 1,047,299

N. Carolina..... 815,116 758,800 537,189 975,223

Oklahoma..... 1,096,190 804,313 947,452 900,409

S. Carolina..... 1,390,551 1,342,737 1,173,216 1,508,753

Tennessee..... 330,811 354,324 248,503 381,281

Texas..... 3,959,290 3,664,496 4,461,746 3,926,059

U. S. 14,447,023 13,347,721 12,907,405 14,317,002

Cotton ginning to Jan. 1 this year made a new high record for the period by a margin of 130,621 bales over the previous record of 14,317,002 bales in the crop of 1911-12.

See the Land of Romance

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